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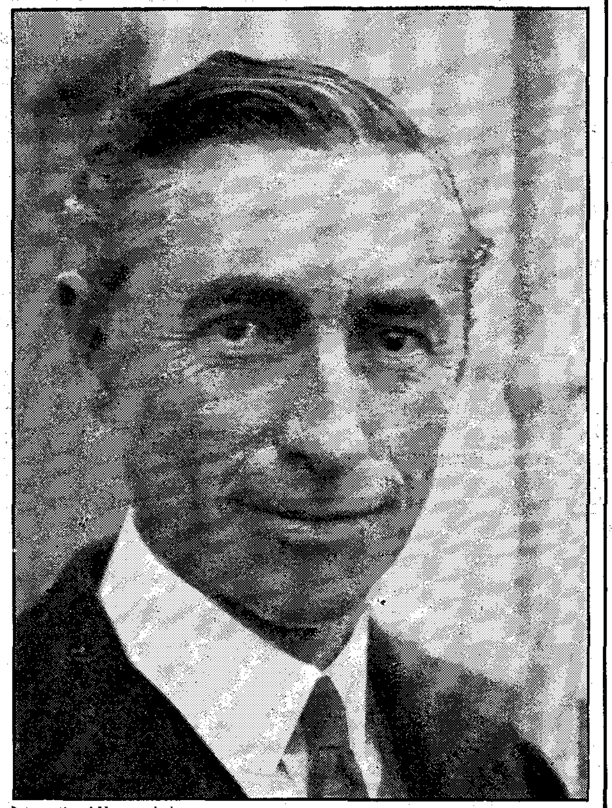
TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

SNAGS IN THE WAY OF NAVAL DISARMAMENT

NOT ONLY THE AMOUNT OF TAXES for Navy-building that the people of three great nations are going to have to pay, "but perhaps the world's political balance and the ultimate fate of the whole disarmament movement," writes a Geneva correspondent, depend upon the outcome of the Tri-Power Conference for Limitation of Naval Armaments which began its sessions on June 20 in the League of Nations Building of the famous Swiss city. This conference, initiated by President Coolidge in the interest of peace and the tax-payer, has for its specific aim the extension of the principles of the Washington Conference of five years ago to auxiliary naval vessels, a class in which competitive building has begun to be evident. The three great naval Powers directly participating in the discussions are the United States, Great Britain, and Japan, while France and Italy are represented by "official observers." In a message to the conferees, President Coolidge gives assurance that the United States Government, backed by "the overwhelming sentiment of the American people," will do its utmost to make possible "an agreement rendering impossible any form of naval competition between the three Powers." The specific plan offered by the American delegation—which is summarized, together with the British and Japanese proposals, on page 6—would extend to auxiliary war craft the 5-5-3 ratio established for the capital ships of the United States, Great Britain, and Japan by the Washington Conference. In the opinion of Hugh S. Gibson, Ambassador to Belgium and Chairman of the American delegation to the Three-Power Conference, this plan is so simple that the parley should have been all over in two days. But when Great Britain and Japan submitted their separate programs for limiting naval armaments, it became evident that the course to be navigated by the conferees was one plentifully supplied with dangerous rocks and conflicting currents. These difficulties evoke cynicism in some quarters, but the prevailing tone of American editorial comment is optimistic. As the Norfolk *Virginian-Pilot* sees the situation, the Geneva conference "will be either the doorway to real limitation or the gate to new and destructive competition."



International Newsreel photograph

"IF WE SHOULD FAIL"

"If we should fail, a serious blow would be dealt to efforts which are being made to limit land and air armaments," says Ambassador Hugh S. Gibson, Chairman of the naval disarmament conference and head of the American delegation.

The principal snags, correspondents and editors agree, are found in Great Britain's proposals, which stress the theory of needs as against fixt ratios, but advocate whittling down the tonnage of first-class battle-ships, reducing the size of naval guns, and extending the life of fighting ships. The British plan, while applying the 5-5-3 ratio to 10,000-ton cruisers, would leave the number of smaller cruisers unlimited. This, notes Paul Scott Mowrer in a Geneva dispatch to the Chicago *Daily News*, would work to the advantage of Great Britain "because of the convertibility in war-time of its preponderant merchant-marine." An Associated Press dispatch from Geneva quotes a member of the British delegation in explanation of the British view-point:

> "This delegate declared that the armament race never would end until nations agreed upon the size of individual war-ships and made these war-ships as small as possible. When the correspondent pointed out that the British proposals contained no total tonnage figures for auxiliary war craft, the spokesman replied that the British were not interested in fixing total tonnage, but might consider such fixation if there was an agreement on lessening the size of ships.
>
> "The British, he continued, were more interested in having a sufficient number of cruisers than other war-ships, because they needed them to protect trade routes. When attention was called to the fact that the British proposal concerning cruisers means the eventual disappearance of the 10,000-ton cruisers authorized by Washington, the spokesman admitted the truth of this, but added: 'Why worry about things that will happen twenty years hence?'
>
> "The spokesman concluded by emphasizing the great superiority of the United States over Great Britain in destroyers and submarines, and suggested the possibility of reaching an accord by allowing the United States to maintain destroyers in lieu of additional cruisers, instead of scrapping destroyers under the 5-5-3 ratio."

In a statement given out by the British Embassy in Washington, the Rt. Hon. W. C. Bridgeman, First Lord of the Admiralty and head of the British delegation to the Geneva conference, is quoted as saying:

"I am quite convinced that we are all animated by a strong desire to reach agreement and a readiness to appreciate the special conditions which differentiate our respective positions, and I think our deliberations are more likely to reach a successful conclusion if each country adopts an attitude of complete frankness in stating what naval force they want and why they want it.

"I am assuming that none of the countries represented here to-day requires a navy for aggressive purposes, and that we have come together to consider what we require respectively for the defense of our existing interests, and are prepared with arguments in support of those requirements based on purely defensive considerations.

SCHEDULE OF PROPOSALS AT GENEVA ARMS PARLEY

(From the New York *World's* Washington Bureau)

The American, British and Japanese proposals for further naval limitation, now in collision at Geneva, are:

America (5-5-3)

Cruisers—For the United States 250,000 to 300,000 tons. For Great Britain 250,000 to 300,000 tons. For Japan 150,000 to 180,000 tons.

Destroyers—For the United States 200,000 to 250,000 tons. For Great Britain 200,000 to 250,000 tons. For Japan 120,000 to 150,000 tons.

Submarines—For the United States 60,000 to 90,000 tons. For Great Britain 60,000 to 90,000 tons. For Japan 36,000 to 54,000 tons.

The age limit for replacement to be: Cruisers, twenty years; destroyers, fifteen to seventeen years, and submarines, twelve to thirteen years.

Great Britain

Cruisers—Acceptance of the existing ratio of 5-5-3 for cruisers of 10,000 displacement carrying 8-inch guns.

Limitation of all future cruisers to 7,500 tons and 6-inch guns, after the number of 10,000-ton cruisers is decided upon.

Destroyers—Destroyer leaders limited to 1,750 tons. Destroyers limited to 1,400 tons.

Submarines—Fleet submarines limited to 1,600 tons and smaller submarines to 600 tons, both with 5-inch guns.

W. C. Bridgeman, first Lord of the Admiralty, in submitting the British proposals, likewise suggested reduction in the tonnage of future battle-ships from 35,000 to 30,000 tons, and in the size of guns from 16-inch to 13.5-inch; reduction of future aircraft carriers to 25,000 tons instead of 27,000 tons, and their armaments from 8-inch to 6-inch guns; extension of the life of existing capital ships from twenty to twenty-six years, and a waiver by the three Powers of their full rights under the replacement tables agreed upon at Washington; giving 8-inch gun cruisers a life of twenty-four years, destroyers twenty years, and submarines fifteen years.

Japan

Formal proposal submitted by Viscount Saito silent on tonnage of cruisers, destroyers and submarines.

Proposed that the Powers shall not adopt any new building programs during specified period, to be agreed upon.

In determining tonnage to be allotted each Power, adequate consideration must be given the existing status of each nation.

Exclusion from the foregoing of (A) ships not exceeding 700 tons displacement; (B) certain armed surface ships, and (C) aircraft carriers under 10,000 tons.

Regulations to govern replacement construction in order to avoid sudden displacements of naval strength as between the three Powers, and to equalize annual construction.

Proposed useful life of surface auxiliary craft: Above 3,000 tons, sixteen years; under 3,000 tons, twelve years. Submarines, twelve years.

The State Department indicated that the British proposals in so far as they would affect capital ships and aircraft carriers covered in the Washington Naval Treaty should not be taken up at Geneva on account of the absence of France and Italy, both of which are parties to that treaty.

"We feel that there are limitations in naval armament, beyond those which have been accepted in the Washington Conference, to which we could safely agree if the other Powers found themselves able to consent."

A London dispatch to the New York *Times* quotes a statement issued by the British Navy League containing the following criticism of the American plan:

"We are glad to see that our representatives at Geneva have not included smaller cruisers and destroyers in such a ratio as is desired by the United States, and we earnestly hope there will be no backsliding on this vital point.

"Such a ratio in these vessels would be grossly unfair to Great Britain, as our insular position and dependence for existence upon sea cargoes require a much larger number of these vessels than can be necessary for the United States.

"We trust the total tonnage limitations suggested by the United States Government will never be agreed to by our delegates. The effect would be that Great Britain would have to scrap a large number of ships, while America would start building new ones."

The London *Daily Chronicle*, which believes that an agreement can be reached by the three delegations, nevertheless finds fault with the American plan to extend the 5-5-3 ratio to auxiliary war-ships. Says this journal:

"The British Empire is said to have 130,000,000 miles of trade routes, for the defense of which cruisers are especially needed, and in addition narrow home waters to defend against possible submarine attacks. Both Britain and Japan are dependent, as America is not, upon imported food and raw materials. On the basis of defensive needs, therefore, an equal ratio for America and Britain would mean either that Britain had too few for security or America too many."

In criticism of the British proposals, the New York *Herald Tribune* says:

"To revise the agreements as to capital ships and as to tonnage and armament maxima for cruisers, and to delay replacements in both classes, as the British suggest, would play havoc with naval equality, since it would eliminate many factors which now help to keep our treaty Navy on a potential parity with either Japan's or Great Britain's.

"The British-backed cuts in tonnage and armament ignore the importance to the United States of possessing both capital ships and cruisers of high steaming radius. They overlook an existing disparity in naval stations and bases. The fact that the United States has hardly any naval stations or bases makes it necessary for our Navy to aim at high cruising capacity. We need powerful units able to keep the seas for relatively long periods. The fact that Great Britain has a chain of bases all around the world permits her to get along with lower tonnage units both in battle-ships and auxiliaries. She has the dry docks, repair shops and the fuel stocks to keep her fleet indefinitely on distant service.

"It is not conceding anything essentially valuable for Great Britain to advocate smaller battle-ships, smaller airplane carriers, smaller cruisers, destroyers and submarines, or to recommend sweeping reductions in the caliber of guns. To allow no auxiliary to carry a gun heavier than six-inch would at a stroke vastly increase Great Britain's cruiser strength. She has many merchant ships which can be fitted with six-inch guns and converted quickly into naval auxiliaries. In merchant vessels of 1,000 tons plus, with a speed of twelve knots to twenty knots plus, she has a tonnage of 8,443,543, compared with 1,669,850 tons for the United States, and 921,763 for Japan. Eliminate the larger naval units, with greater radii and cut down the size of guns carried and the artificial parity established at Washington will fade away. Britannia will again incontestably rule the waves.

"The Washington treaty unwisely aggravated our poverty in naval bases and stations. In dealing with the Pacific problem it forbade us to make any change in the status of the Guam and Philippine bases. We are under an obligation to defend the Philippines. Yet we renounced the right to make them further defensible, except by fleets based on the American side of the Pacific. Japan is allowed to fortify her homeland bases, which are much nearer to Manila than ours are. Japan lies almost between us and the Philippines. Our lack of a base farther east than Hawaii compels us to maintain a navy of Washington treaty units and requirements. It would be folly under such circumstances to listen to British pleas for unit tonnage reductions which would further handicap us and relatively increase British naval strength.

"Great Britain is 10,000 miles away from Japan. Yet she has naval bases placed along the route there so that the maximum distance between any two is only 1,650 miles. Our nearest base, Hawaii, is 3,400 miles from Japan.

"The essence of the Washington treaty is its attempted equalization of naval forces. Our representatives did not go to Geneva to surrender the guaranties as to cruising radius and battery strength on which the American Navy now has to depend so largely for equality. It would be better not to extend the 5-5-3 ratio to auxiliaries than to accept as the price of such extension modifications which would ruin the naval status conceded to us at Washington."

Japan's proposals come much nearer to the American plan than Britain's. According to Admiral Viscount Saito, head of the Japanese delegation, Japan's proposal for the limitation of auxiliary craft would amount virtually to a stabilization of the status quo, which works out roughly at a ratio of 5-5-4 instead of 5-5-3. In its limitation program, however, Japan would exempt ships of not more than 700 tons displacement, surface ships armed only with guns of small caliber, and aircraft carriers under 10,000 tons.

Acceptance of either the British or Japanese proposals would put the United States in third place as a naval Power, according to naval experts in Washington, whose views are summarized in this Washington dispatch to the New York *Herald Tribune:*

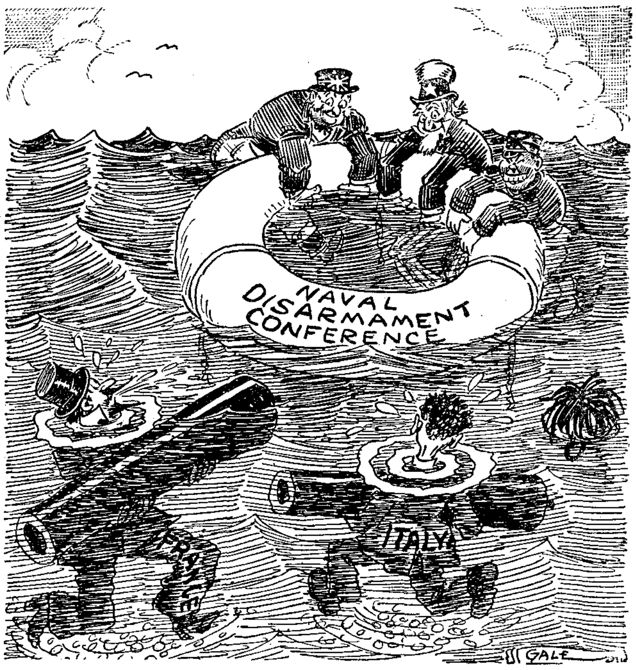
"If the British plan is adopted, Britain's supremacy at sea is assured. If the Japanese plan is accepted, the United States suffers from the fact that in recent years its naval program has been curtailed to the limit, while Japan has been building.

"Since 1923, when the American naval building program was completed, Great Britain and Japan have forged ahead rapidly.

"Great Britain has built two cruisers of 9,700 tons and three of 7,500 tons, and has authorized or appropriated for sixteen of 10,000 tons and seven of 8,000 tons, making a total cruiser strength of twenty-eight vessels in excess of 7,500 tons each.

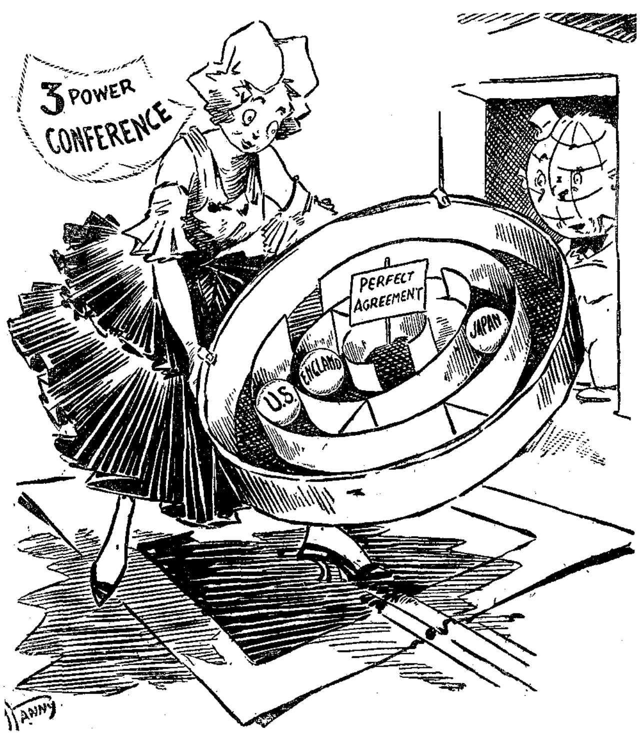
"Japan has built two of 7,000 tons, six of 6,000, and one of 3,000 tons, and has authorized or appropriated for eight of 10,000 tons and two of 7,000 tons. This program gives Japan nineteen cruisers.

"The United States, on the other hand, has only ten of 7,500 tons, two under construction of 10,000 tons, and six of 10,000 tons authorized but not yet started. This leaves the United States with a total of eighteen, Japan with nineteen, and Great Britain with twenty-eight.



STILL TREADING WATER

—Gale in the Los Angeles *Times.*



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IT'S ONE OF THOSE "PIGS IN THE CLOVER" PUZZLES

—Hanny in the Philadelphia *Inquirer.*

"The United States has a greater numerical strength in destroyers and submarines, but a vast majority of these ships were built before the war and, therefore, are much nearer the time of replacement than those of Great Britain or Japan. As a matter of fact Japan has built forty modern submarines since 1921, and Great Britain has likewise added to her modern underwater ships. A comparison of submarine building since 1921 for the three nations shows Japan with fifty-six, the United States with forty-eight, and Great Britain with thirty-seven.

"This Government has not built any destroyers since the World War program, which was completed in 1923. Great Britain, however, since 1923 has built and appropriated for five destroyer leaders and thirty destroyers, while Japan has built or appropriated for eighteen destroyer leaders and forty-two destroyers.

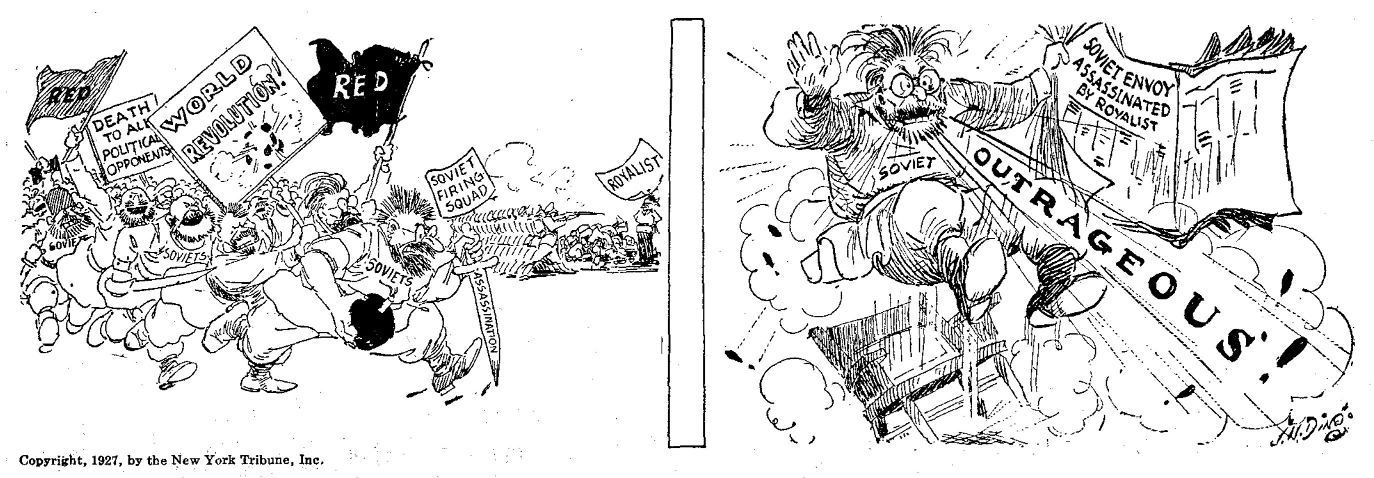
"If the British proposal to extend the life of the battle-ship is approved, the United States also will be in an inferior position. Under the British plan of extending the life of capital ships to twenty-six years, the United States would be in the position of retaining the less desirable battle-ships of the *Utah* and *Florida* class, mounting twelve-inch guns to compete with such powerful ships as the *Rodney* and the *Nelson*, of 36,000 tons, and mounted with sixteen-inch guns. The same disadvantage to the United States would hold true as to destroyers if the British program of extending the life of these ships to twenty years were adopted. Both Great Britain and Japan have destroyers mounted with five-inch guns, while the American destroyer fleet includes war-time constructed vessels with four-inch guns."

America's position was defined by Hugh S. Gibson when he presented his country's naval limitation proposals at the opening of the conference. He said in part:

"The American delegation has come to the conference with an estimate of what we consider equitable tonnage allocations in the various categories of vessels, but with no rigid quantitative proposals. We are prepared to discuss the question of tonnages fully and frankly in the light of our several legitimate needs. It is our desire to have a real limitation which would obviate the necessity for extensive building programs in the future, and we feel that we should therefore keep in mind that the fixing of unduly high tonnages for various classes of auxiliary vessels would not be calculated to achieve this result.

"We must not underestimate the difficulties of the task we have before us, but I feel that we may approach it with optimism."

"We have none of us a right or interest to maintain a naval force which would constitute a threat to any one of us. We have every right to maintain a naval force sufficient for our legitimate requirements of national defense."



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Those who were so recently extreme radicals — Seem to have suddenly become conservative.

IT ALL DEPENDS ON WHOSE OX IS GORED

—Darling in the New York *Herald Tribune.*

TRYING TO TAME THE BOLSHEVIK BEAR

FOR WEEKS PAST THE WAR-CLOUDS have, to the vision of many a worried editor and press correspondent, been seen hanging low over Eastern Europe. In Russia's break with Britain, the Russian reaction to the murder of the Soviet Envoy to Warsaw, and the sensational series of political executions in the Soviet Republic, have been found reasons for believing that the peace of the world is seriously menaced. On the one hand, the Los Angeles *Times* has seen the Russian Government "hopelessly involved and embroiled at home, staring at little Poland like a Druid seeking human blood to sacrifice in place of the customary ceremonial goat," and "Soviet leaders whose hands drip with the blood of their own countrymen ready to make war with Poland in the hope of reuniting their own warring factions and saving themselves." On the other hand, the New York *Evening World* asks: "Does England want war?" And the New York *Nation* beholds the present British Government trying "to rouse the world to a new anti-Russian frenzy"—"even Mussolini has hardly done more to revive the war spirit in Europe than the die-hards of Tory England." Correspondents tell of an intense war scare in Moscow and other Russian cities where "the campaign of these past weeks against the enemies at home and foreign spies, defeatists, assassins, firebugs, and hostile gas preparations equals anything seen in Paris during the darkest days of the Great War." Russian and British press comment is quoted on page 15. In the murder of Envoy Voikoff in Warsaw many a writer sees "another Serajevo," and the Russian Government itself has declared that the assassination is "bound up with a whole series of acts aimed at destroying diplomatic representation of the Soviet union abroad and creating a dire menace to peace."

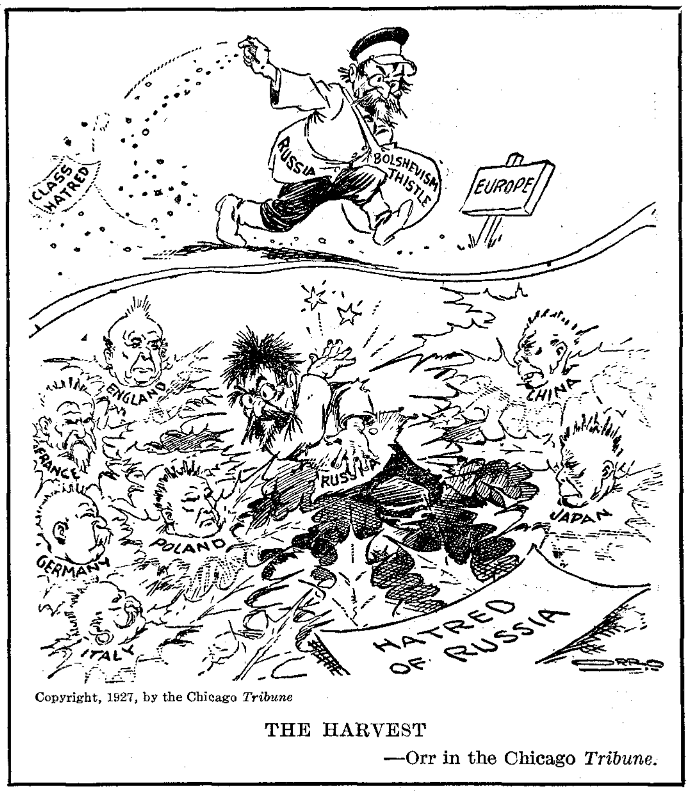
And yet, when all is said and done, it is obvious that the news of each succeeding day tends to diminish the war scare. Europe's fundamental desire for peace impresses observers at all capitals. Germany is said to have undertaken the rôle of peacemaker. The Polish Foreign Minister declares categorically that there will be no war, so far as he is concerned, and from Moscow come official protestations of a desire for peace and unofficial reports that the nation as a whole neither wants war nor is in any position to enter into hostilities. The Brooklyn *Eagle*, noting all these things, believes that the immediate strain in European relations is easing, also that "Russia's excitement and military mood seem to be subsiding, probably because of the evidence that Poland will not strike suddenly with the Powers backing her," but that "while the danger of war has been greatly diminished, the extremely grave European problems that cluster around Russia are far from being solved or removed, and she has once more become the center of the thinking in the foreign office of each of the Powers." As *The Eagle* explains:

> "Her aggressive Communistic propaganda has disturbed the great nations of Europe to some extent because of its effect among their own workers, and more because of its effect in Eastern possessions and in China. And the big nations' concern has been concurrently fostered by the far-flung anti-Soviet argument and demonstration of the British, and brought to the diplomatic surface by the British efforts to erect a common resistance of the Powers to Russia."

The anxiety about Russia will be more easily understood by a brief glance at the recent relations between that country and the other Powers. As a writer on the editorial page of the Philadelphia *Bulletin* reminds us:

> "When the Bolshevist régime first came into power in November, 1917, its hand was against every man and it expected to have every man's hand against it, as far as traditional international relations were concerned. Its leaders knew that Red revolution could in the end maintain itself in Russia only if all the world were overrun by the Red tide, and it confidently looked for a world revolution.
>
> "By the end of 1919 that expectation had faded and it was forced to seek to break through the economic and political barrier which separated it from the rest of the world.
>
> "The policy of the Allied Supreme Council in 1919 had been completely to isolate the Soviet by a 'cordon sanitaire' designed to protect Europe from the contagion of revolution. On January 18, 1920, the Allied Supreme Council relaxed the quarantine to the extent of authorizing the nationals of the Allied countries to enter into commercial relations with the people of Russia, altho nonrecognition of its government was still insisted on."

Then, to make a long story brief, the small "succession States," including Poland, on the borders of Russia, found it expedient to give official recognition of the Soviet Government. And in 1921 several nations thought it well to make trade agreements with Moscow, among them being England, Italy, Germany, and Turkey. The United States held back in spite of appeals from Russia. In 1922 Germany negotiated the Treaty of Rapallo, and in 1924 the Soviet Government was officially recognized by a number of countries, notably England, Italy, and France. In 1925 Japan took similar action. But a reaction set in a few weeks ago when, as our readers will remember, the British Government terminated both diplomatic and trade relations with Soviet Russia on the ground that the latter was carrying on subversive propaganda on British soil. After the break came militant language from Russia, one new slogan being "a rifle in the hand of every Red soldier—a State bond in the hand of every worker." Russian officials insisted that the British rupture was a prelude to war and there was issued from the Kremlin a proclamation that Great Britain was responsible for a series of attempted assassinations, explosions, fires, and other acts of terrorism on Russian soil. It was also hinted that the Ogpu (political police) would do its duty in clearing the country of plotters. Following this there was inaugurated a reign of terror in Russia, resulting in at least fifty-five known executions of political prisoners. In the mean time, on June 7, Peter Voikoff, Soviet Envoy to Poland, said to have shared in the responsibility for the execution of Czar Nicholas II, was assassinated in Warsaw by a youthful Monarchist refugee. A sharp exchange of notes passed between Moscow and Warsaw, and rumors of war-like activity filled the newspapers. Foreign Ministers attending the League of Nations Council at Geneva felt called on to take preventive measures against an outbreak of hostilities. Some sort of joint protest to Moscow against propaganda and military activity was strongly urged. But representatives of Poland insisted that such a step would be unwise as it would only intensify the Russian national spirit. No joint action was taken. Russia's attitude toward Poland moderated in spite of Russian exasperation over the comparatively mild sentence imposed upon the murderer of Voikoff—life imprisonment, commutable to fifteen years.



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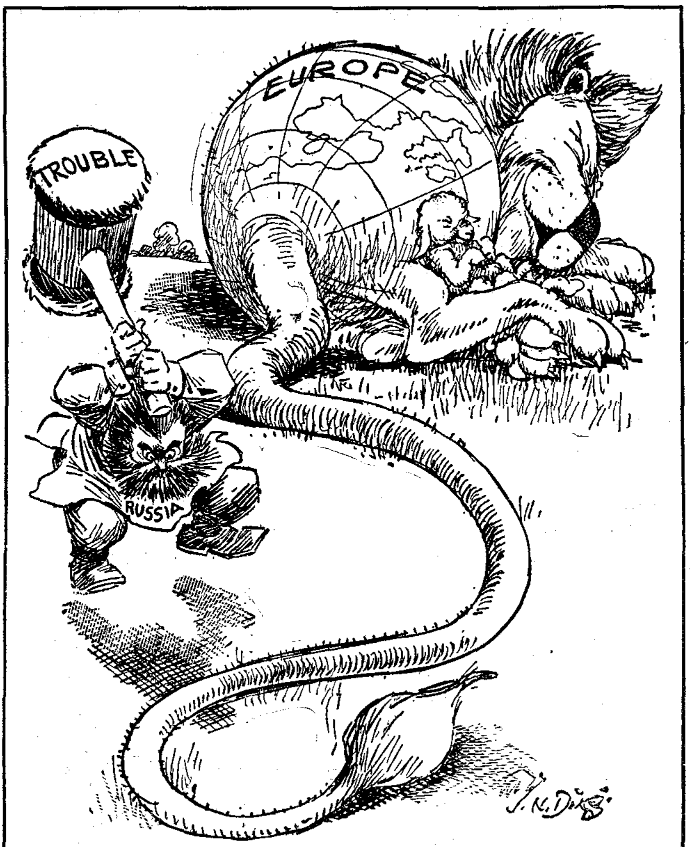
THE HARVEST

—Orr in the Chicago *Tribune*.

Such allied pressure as was brought upon Russia was done by way of Germany, as Edwin L. James explains in a Paris dispatch to the New York *Times:*

> "Sir Austen Chamberlain suggested to Dr. Stresemann that for the promotion of international quietude Germany had an opportunity to use a modifying influence on Moscow. Germany was told that with the Treaty of Rapallo and the subsequent facts she was in a position to wield great influence at Moscow.
>
> "It appears that Dr. Stresemann liked the suggestion, for the next day after it was made, Count Brockdorff-Rantzau, the German Ambassador to Moscow, who was in Berlin, found himself charged to tell M. Tchitcherin, who was also in the German capital, that Germany found no pleasure in Moscow's reprisals for the murder of her envoy at Warsaw, and furthermore, looked askance at the continuance of Communist propaganda on German soil. Then, to keep balanced on the fence, the German diplomat is said to have reminded the Soviet Foreign Minister of Germany's pledge to remain neutral in case of a war in which Russia was involved. One, indeed, is reminded by analogy of the rôle Bismarck used to play between St. Petersburg and Vienna."



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THE PEACE OF EUROPE

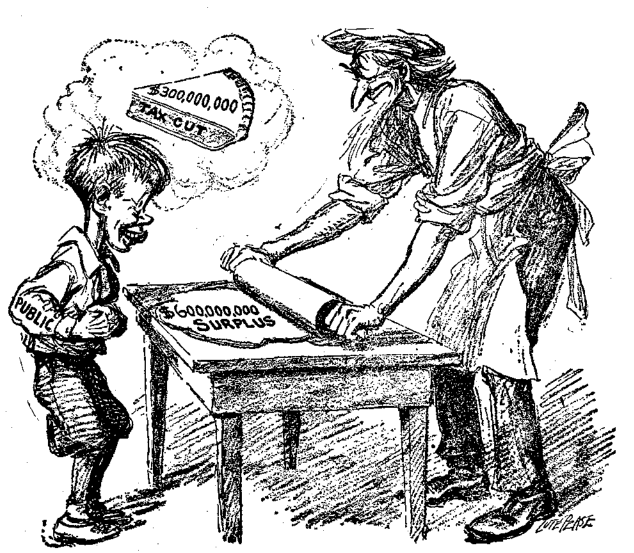
—Darling in the New York *Herald Tribune*.

The efforts made at Geneva and elsewhere by European statesmen striving for peace convince the New York *Evening Post* and Philadelphia *Bulletin* of the existence of a real will for peace in Europe which should go far to dispel the menace of war. The outlook would be dark, observes the Springfield *Republican*, "if it were not for the apparent disposition of both Poland and Russia to work for peace." The Moscow correspondent of the New York *Times*, tho admitting the prevalence of a real war scare in Moscow, and the taking of many military precautions, is convinced that "the Soviet certainly seeks no war, and the workers' reaction to the war scare is to demand peace." Moreover—

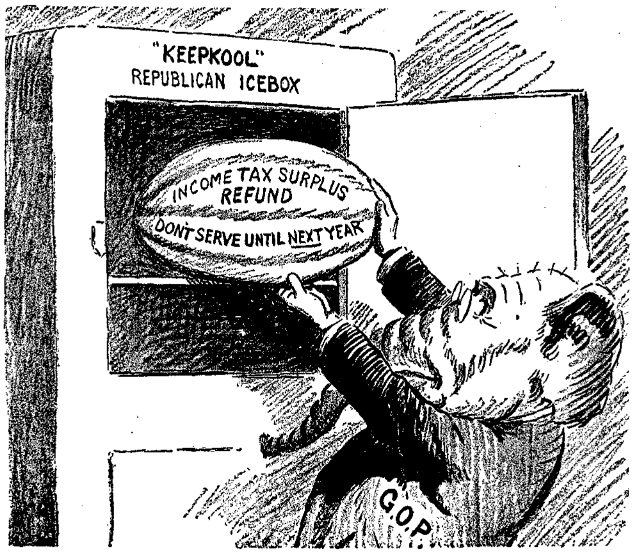
> "The curious theory is every day finding wider expression, not only among sobered Communist veterans, but also among the fiery militants of the 'Communist Youth' organization, that war is impossible if Russia refuses to fight. This rather unexpectedly introduces a Tolstoyan or Gandhist note into Communist activism."

In Washington, according to a New York *Herald Tribune* correspondent, there is a feeling that the Soviet leaders will avoid war because they fear "that a victorious Army, or even one defeated, would revolt, throw out the present régime, and take control of things itself." Taking a strictly practical view-point, the Detroit *News* argues that the dictators of Russia may be mad, but are scarcely crazy enough to let Russia start a war.

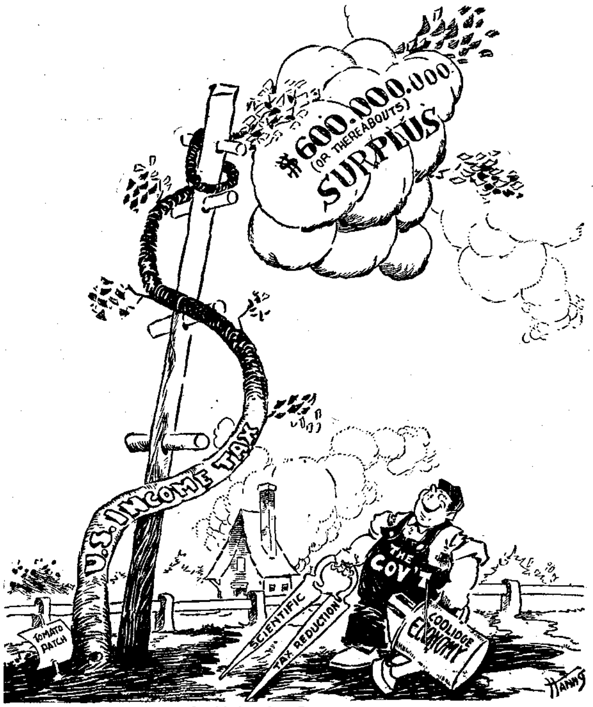
But while war may be avoided, for the present, the New York *Herald Tribune* speaks for a host of American dailies in declaring that "Russia is a nuisance to all the Powers which have diplomatic relations with her," and that the "sanitary cordon" is "as sensible now as it was just after the World War." Apparently, it adds, Russia is still an "autocracy tempered by assassination." The Philadelphia *Inquirer* insists that it is the duty of other nations to accelerate the eventual downfall of Bolshevist rule by a boycott of the Soviet Government. That the present rulers of Russia are hideous, a menace to civilization, morally bankrupt, the enemies of democracy, is the opinion of important newspapers all over the country, including the Philadelphia *Public Ledger*,


$300,000,000 TAX CUT
PUBLIC
$600,000,000 SURPLUS

A LOT OF LEFT-OVER DOUGH
—Pease in the Newark *News.*


"KEEPKOOL" REPUBLICAN ICEBOX
INCOME TAX SURPLUS REFUND
DON'T SERVE UNTIL NEXT YEAR
G.O.P.

THE MELON IS RIPE, BUT THE TIME IS NOT
—Harding in the Brooklyn *Eagle.*


$600,000,000 (OR THEREABOUTS) SURPLUS
U.S. INCOME TAX
TOMATO PATCH
SCIENTIFIC TAX REDUCTION
THE GOV'T
COOLIDGE ECONOMY

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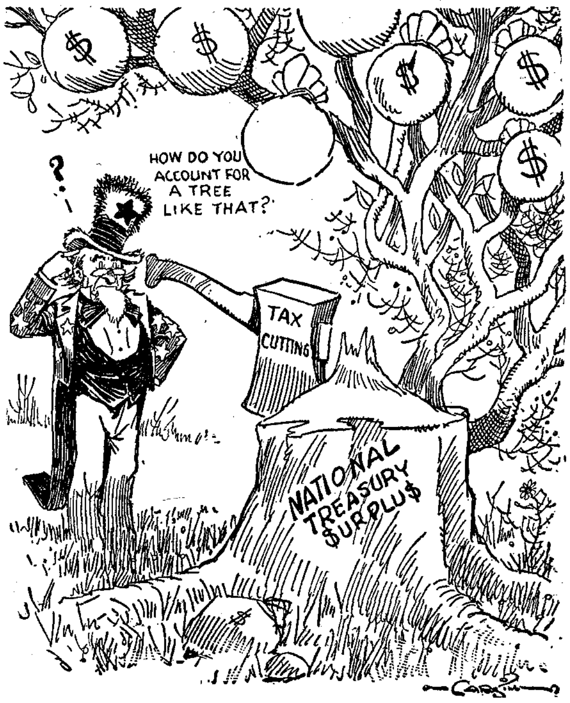
WHAT INTELLIGENT PRUNING DID
—Hanny in the Philadelphia *Inquirer.*


HOW DO YOU ACCOUNT FOR A TREE LIKE THAT?
TAX CUTTING
NATIONAL TREASURY $URPLU$

STUMPED!
—Cargill in the South Bend *Tribune.*

HOW THE SURPLUS EXHILARATES THE CARTOONIST

Manchester *Union*, Cleveland *Plain Dealer*, Cincinnati *Enquirer*, St. Louis *Globe-Democrat*, St. Paul *Pioneer Press*, Minneapolis *Journal*, and Duluth *News-Tribune*. The Norfolk *Virginian-Pilot* can find nothing to extenuate the recent wholesale executions. "All hope of Russia tempering its policies in order to join the society of nations" seems to the South Bend *Tribune* "to have been dissipated by a sudden upward surge of barbarism." The San Francisco *Chronicle* explains that "under the guise of protecting Russia against a foreign enemy, the despotic oligarchy at Moscow may now proceed to the slaughter of Russians whose presence is obnoxious to the reigning Bolshevist leaders." The New York *World* agrees that the Soviet Government's "firing squads, demands, and manifestoes indicate an effort to bolster up public opinion," and it explains:

"For this the causes are very probably both external and internal. The Soviet Union has suffered a severe checkmate in China. Not merely did it meet another severe defeat in the British rupture of relations, but Moscow was disconcerted by the way in which most of Europe approved that rupture, and the plain hints from Paris and Berlin that Communist spying and propagandist activity must cease. The unanimity with which the world has denounced the twenty recent executions has added to this discomfiture. But there can be little doubt that Moscow has been more disturbed by internal than external developments. The Russian peasantry manifests an increasing demand for industrial products and for a normal process of exchange between factory and farm. The sporadic attempts at assassination and bombing in different parts of Russia are an evidence of discontent that Soviet officials must find disturbingly reminiscent of Czarist days.

"Defeated in its foreign policies, full of economic maladjustment, debility and discontent, Soviet Russia faces a difficult situation. It is natural for the controlling dictatorship to turn to harsh dictatorial measures."

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated.

1. What city in the United States holds the "homicide record" for 1926? (p. 12).
2. Is atheism gaining any headway in the schools? (pp. 28 and 29).
3. What industrial nation is most menaced by crowding population? (p. 18).
4. On what recent occasion did King George of England sing "Pack up Your Troubles," with 100,000 of his subjects? (p. 34).
5. Is there a "standard" of dramatic criticism? (p. 27).
6. How many murders were committed in New York City last year? Chicago? London? (p. 12).
7. How are missionaries said to have contributed toward the unrest in the Far East? (p. 30).
8. Why is war between Russia and Great Britain considered inevitable? (p. 15).
9. Where does one hear of a single bathroom, in jade and gold, costing $35,000? (p. 41).
10. Where is Syracuse in Europe? (p. 25).
11. What Chinese general has a way of suddenly changing his mind in the middle of a battle, and turning victory into defeat? (p. 11).
12. What is the circulation of the Bible? (p. 30).
13. What is the mysterious "Black Reichswehr"? (p. 17).
14. What is the name of the smallest republic in the world? (p. 46).
15. What two European countries, formerly at war, are now having a "war of motor-tourist road-building"? (p. 56).
16. What was "Prometheus Bound"? (p. 24).
17. Finish the quotation: "Where the Lowells talk to the Cabots." (p. 26).
18. What heavy minerals float while lighter ones sink? (p. 20).
19. Are earthworms silent? (p. 21).
20. How do upland States in the U. S. menace the lowland? (p. 21).
21. Is there a physical basis for telepathy? (p. 22).
22. Can the two brain lobes be made to work independently? (p. 23).
23. Why is the Russian Government thought likely to try to avoid war? (p. 8).
24. What nation has been given the job of reasoning with Russia? (p. 8).
25. How and why do the American, British, and Japanese plans for limiting naval armaments differ? (p. 6).

THE NEW WAR MAP IN CHINA

THE FOG WHICH HAS SHROUDED recent events in China has lifted a bit, and the scene is viewed with concern by Japan and the Western Powers. For the "moderate" Cantonese Army of Chiang Kai-shek, in its drive toward Peking, is moving across the Province of Shantung, and this raises a problem for Japan. Furthermore, after a conference between Chiang Kai-shek and Feng Yu-hsiang, the "Christian General," on June 20, Feng, says a dispatch to the New York *Times*, issued an ultimatum to the Hankow "radicals" that is interpreted as the death-blow to the Communists in the Nationalist revolution. Briefly, this ultimatum demands the eviction of Michael Borodin, Moscow's representative in Southern China. The Cantonese leaders now in Hankow are to be permitted to choose between loyalty to Feng and Chiang Kai-shek or a "trip abroad for a rest," as Feng puts it.

This move of the "moderate" Nationalist leader, by which he obtains the cooperation of Feng and his huge Army in the drive toward Peking, is considered by correspondents in China an outstanding stroke toward unification. Feng's firm stand against Communism, in view of the fact that he lived in Moscow for more than a year following his Peking defeat two years ago, seems to them all the more remarkable. Or rather, it would were it not common knowledge that the "Christian General" has a way of suddenly changing his mind in the middle of a battle, sometimes turning certain victory for one side into certain victory for the other. Now that he has placed himself and his Army at the disposal of Chiang Kai-shek, it is expected by the *Times* correspondent that the two generals will unite their Armies in the Tientsin-Peking area, and then make a triumphal entry into the Northern capital. Continues this writer:

> "Should the Government at Hankow accede to Marshal Feng Yu-hsiang's ultimatum, the Nationalist régime, which has been split ever since Chiang Kai-shek set up the Nanking Government last April, would again be unified in its campaign to dominate all China and set up a central Government."

The theater of civil war having shifted northward from the Yangtze to the Yellow River, General Butler has moved some two thousand of his marines from Shanghai to Tientsin in preparation for possible emergencies. These American troops, with the balance of the international defense force of 16,000, it is expected, will prevent the possibility of any repetition of the Hankow and Nanking antiforeign rioting in Peking or Tientsin, where there are many foreigners of all nationalities, including two thousand Americans. In addition, 1,500 marines have been shifted from the Philippines to Shanghai, to be nearer in event of an emergency. Another grave symptom, points out the Washington *News*, "is the occupation of Tsingtao and other points in Shantung by the Japanese." As this paper explains:

> "Nationalist forces form a huge crescent about the Northern capital, stretching all the way from Kalgan, 125 miles northwest of the city, southward through Shansi and Honan provinces, then curving northward again in the direction of Shantung.
>
> "Inside this crescent, as a sort of focal point, is Peking. Defending Peking is Marshal Chang Tso-lin, war-lord of Manchuria.
>
> "Second, there is the 'moderate' Nationalist government of Nanking, chief of which is Gen. Chiang Kai-shek.
>
> "Third, there are the radicals, with headquarters at Hankow. These were formerly part of General Chiang's Nationalists
>
> "Fourth, comes Marshal Feng Yu-hsiang, the so-called 'Christian General,' who, with approximately 250,000 men, is playing a waiting game encamped northwest of Hankow"

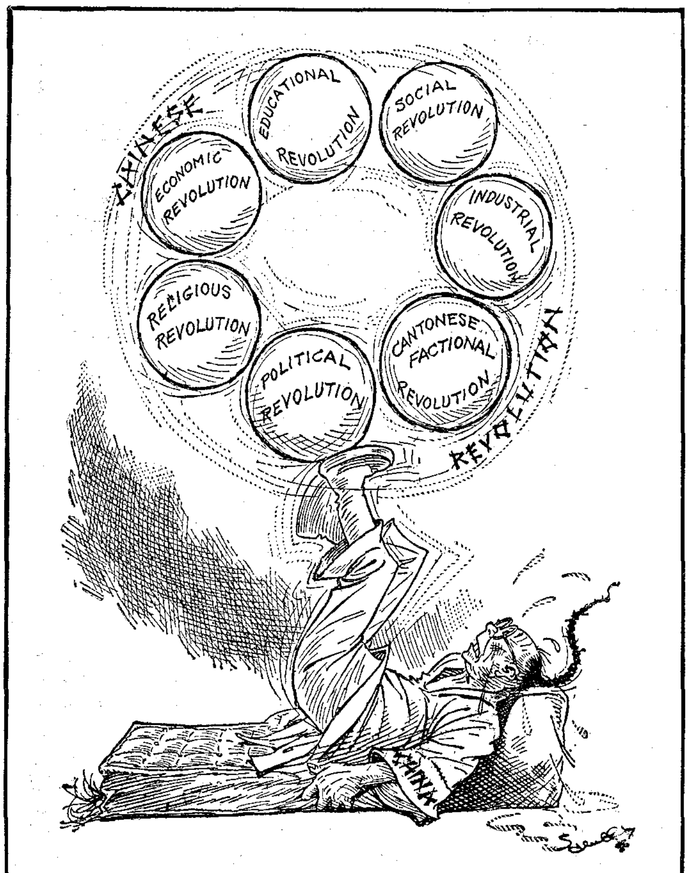
This confusion is not lessened, it is generally agreed, by the recent announcement of Chang Tso-lin that henceforth he is the military and political dictator of North China. A Chicago *Evening Post* editorial writer, after a study of China dispatches that are sometimes as unfathomable as the ingredients of bird's-nest soup to the average reader, concludes that:

> "Chang Tso-lin, in Peking, sees Chiang Kai-shek and the 'Christian General,' Feng Yu-hsiang, closing in upon him. The Kuomintang has undermined his strength.
>
> "So the old ex-bandit begins to talk about adherence to the principles of Sun Yat Sen, a quite new note in his speech.
>
> "That indicates the growing weakness of Chang. His conversion to the liberal policies of Sun Yat Sen comes a little too suddenly after the forced retirement of his troops from the Honan front.
>
> "Chiang Kai-shek seems to be free from the incubus of Moscow. The Communist group hangs on to Hankow, but its influence in the Kuomintang has dwindled greatly. Chiang Kai-shek and Feng are free to give interpretation to the policies of Sun Yat Sen if they can establish control in

Peking. Hankow can be dealt with in good time. The immediate question is whether it will be wiser to come to terms with Chang, or to force the issue to a decision.

"It is to be hoped that whichever plan be followed, the aim with which the Cantonese movement began will be kept in sight—the unification of China, the suppression of the war-lords, and the establishment of efficient democratic government. On this basis can be won the revision of the treaties, and the restoration to China of her place of independence and self-respect among the nations of the world."

The question of recognizing the Nationalist government of Chiang Kai-shek becomes of importance as the Cantonese leader of the "moderate" wing of the Kuomintang nears Peking, since the Nationalists, if successful there, will control practically all China. What may amount to *de facto* recognition of China will be granted by the United States, says a Washington dispatch to the New York *World*, should the Southern forces capture Peking. In fact, observes the Springfield *Union*, "the future of the Nationalist government rests largely in the hands of Chiang Kai-shek, the man responsible for most of the 'moderate' Nationalist successes." As the New York *World* points out:



SEVEN REVOLUTIONS IN ONE

—Clubb in the Newburgh *News*.

"The Nationalist armies have marched across an enormous area since their offensive started. At this moment they are almost a thousand miles from their starting-point at Canton.

"As the Nationalist armies move slowly north, a new situation has developed which involves the interests of Japan and raises a question of great importance to the East. Half-way from Shanghai to Peking and directly on the line of march lies the Province of Shantung. At the Washington Arms Conference in 1922 Japan surrendered to China the special rights she claimed in Shantung, granted her in the Treaty of Versailles. But there are many Japanese who have emigrated to the Province and who own extensive properties.

"Japan can attempt to block these troops and use disorder to recover her lost properties. Or Japan can take no hand in China's war and continue to befriend Chinese Nationalism, on the theory that the gratitude of a strong and united China is more important to Japan than any more immediate objective. In the next chapter in China much depends on Japan's decision."

OUR 12,000 KILLINGS IN 1926

ONE PERSON IN EVERY TEN THOUSAND met a violent death in the 118 leading cities of the United States last year. To Chicago went the doubtful distinction of having the most homicides—510; New York City, with approximately twice the population of Chicago, had 340. In twenty-eight of the leading cities the rate was 9.9 per 100,000, as against 11.0 in 1925. "Slight as it is, the reduction is encouraging," observes the collector of these statistics, Dr. Frederick L. Hoffman, writing in *The Spectator*, a New York City insurance journal. "But," he adds, "our murder record of approximately 12,000 persons each year is a most serious indictment of American civilization, and evidence of lawlessness which has no counterpart in any other country in the world." As if to confirm the statement, the Baltimore *Sun* finds that there were only 17 murders in London in 1926, and that there were arrests in 16 of the 17 cases. In Dr. Hoffman's statistics, we are reminded by the Baltimore paper, no distinction is made between degrees of murder and voluntary manslaughter and justifiable homicide. All are included in death by violence.

"It will probably astonish most readers," notes the Providence *Journal*, "to learn that in the matter of homicides, Jacksonville, Florida, headed the list of American cities, having a rate of 75.9 per 100,000 population." Tampa, Birmingham, and Memphis come next on Dr. Hoffman's list. In an effort to learn just why these prosperous Southern cities led the other 114, telegrams were dispatched to several newspapers. According to the Jacksonville *Florida Times-Union:*

"Jacksonville's rate is going to be better the next time an inquiry is made. Already, within the present year, there has been noticed a speedier handling of criminals, and juries have been found that would convict, and judges unafraid to rule for the safety of the people and against the wrong-doers who have violated laws of God and man.

"A movement is under way to reduce crime in Florida. The legislature in session recently took cognizance of the need for more stringent laws regarding serious crimes and did what was possible to bring about changes. Florida is undertaking to check the crime wave through every possible means, and proposes to give speedy trial to those evil-doers who are apprehended and to award such penalties as will be effective in preventing repetition where convictions are obtained.

"Perhaps the placing of the record clearly before the people may bring about a better state of affairs, through sectional and State and city pride."

Replies were not received from Tampa and Memphis, but the staggering killing record of these and other Southern cities, believes the Baltimore *Sun*, "is due to their large negro population." Says the Birmingham *News*:

"The announcement that Birmingham ranks fourth among American cities in the proportion of homicides to population in 1926 is a summons to serious thinking and sound action which this community should not fail to heed.

"In the light of the record of 124 murders, the question suggests itself: 'Have we been so intent on capitalizing the resources and opportunities at hand, that we have lost sight of larger values?'

"The social implications of the situation are easily grasped. This is in many respects a pioneer city. In less than a generation, it has changed from a small town to a great metropolis. It has drawn to it a large body of people from the farm, the factory and other fields. It is continuing to act as such a magnet. The presence of uprooted folk, finding themselves in a strange environment, of industrial transients, constantly on the move, has made for a certain flux. The city's life is not yet crystallized—we have not yet found our soul—the process of stabilization checked by accessions of populations and interests, has not yet given Birmingham the character and form which is described by the term 'settled down.'

"In the hectic atmosphere generated by such a social situation, the things which make for crime, the forces which drive toward bloodshed, are likely to inflict themselves on the life of the city, unless ample preventive measures are taken by the authorities."

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Just why there should be 104 homicides in Jacksonville, a city of 137,000, and but two in Grand Rapids, a much larger city, "is a question worth a good deal of study," thinks the New York *World*. To cite another instance: There were 75 homicides in Memphis, a city of 177,000, but only three in Worcester, Massachusetts, a city of approximately the same size, according to Dr. Hoffman. The Atlanta *Constitution* gives us a Southern view of the problem:

> "These figures invite careful study, analysis, and remedy. Is it because the murderer escapes justice more in the South than elsewhere, thereby lessening the deterring influence of the gallows or the chair? Can it be possible that liquor flows more freely in the South?
>
> "The Southern cities deserve a better record than this. Jacksonville is a splendid city of commerce and industry and shipping, with a fine citizenship. Why should Jacksonville have five human killings to one in Chicago, on a per capita basis?
>
> "The total of murders in the 118 cities in 1926 was 3,451 persons. This is a reproach on the weakness of our criminal laws, the loopholes through which murderers can escape or indefinitely delay punishment, and upon the administration of criminal laws.
>
> "Homicides are invited by such laws. It is safe to say in those States where the records are best the laws are strongest."

Certainly, agrees the Detroit *News:*

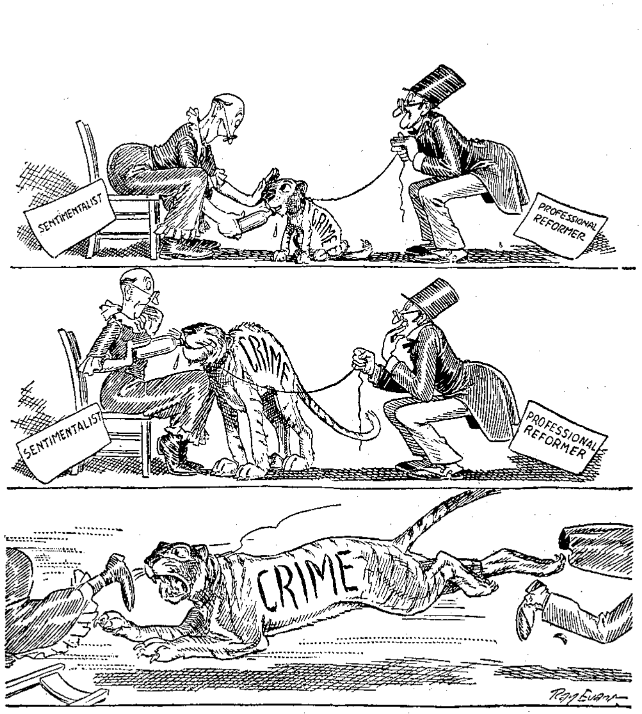
> "It is significant that in Massachusetts, which has quite a large foreign population, where judges are appointed by the governor to hold office during good behavior, and where justice is comparatively swift, the homicide record is low. It may be that a study of the Massachusetts system would be a wise first step for Michigan and other States to take."

"Of all the large cities, Boston has the lowest homicide rate," we are reminded by the Boston *Post*. Moreover, points out the Providence *Journal*, "it is not the largest cities that have proportionately the most murders." Continues *The Journal:*

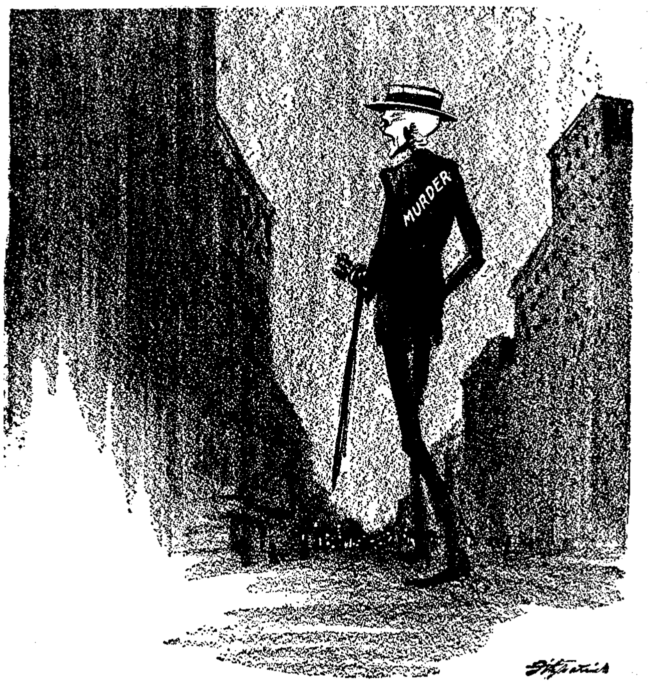
> "There are far too many murders in the United States every year, and this disagreeable prominence among the nations of the earth is pretty sure to continue until some drastic readjustment is effected in our administration of criminal justice."

URY COLLEGE LIBRAR
Springfield, Mo.

Some of the reasons for the unwholesome distinction which the United States enjoys in the matter of homicides, declares the New York *World*, are "the mawkish sentimentality shown by the public toward murderers, the tortuous working of the law, racial enmity, and the general sale of firearms." One of the underlying causes of the murder tendency, declares Dr. Hoffman, is the "enormous increase in wealth." To quote from his report in *The Spectator:*



NICE KITTY!
—Evans in the Columbus *Dispatch*.



THE MAN ABOUT TOWN
—Fitzpatrick in the St. Louis *Post-Dispatch*.

> "Our enormous increase in wealth is in itself one of the underlying causes of the murder tendency. Temptation to murder, as well as to less violent crimes, increases on every hand. Methods of murder are becoming more refined, more subtle and more difficult of detection. It is unquestionably true that murder in this country has become an established trade on the part of many. Police protection should not be in proportion to population, but in proportion to wealth and the accumulation of property. The best hope for the future lies in better law enforcement, in speedier trials, and in sentences more appropriate to the nature of the crime committed.
>
> "The tabulation in detail for 1926 concerns 118 American cities. The combined homicide death rate of these cities for 1926 was 10.1 per 100,000, as compared with 10.5 for the previous year. The homicide death rate increased in 37 cities and either remained stationary or declined in 81 cities. This, then, can be looked upon as evidence of progress. No homicides were reported in 18 of the 118 cities. The cities without homicides during 1926 were:
>
> "Altoona, Pennsylvania; Binghamton, New York; Cedar Rapids, Iowa; Chelsea and Gloucester, Massachusetts; Hamtramck, Michigan; Haverill, Massachusetts; Hoboken, New Jersey; Lansing, Michigan; Malden and New Bedford, Massachusetts; New Britain, Connecticut; Newton, Massachusetts; Newport, Rhode Island; Pasadena, California; Salem and Somerville, Massachusetts; and Troy, New York.
>
> "It is gratifying to be able to note a slight decline in the murder death rate of Chicago, which in 1925 had a rate of 18.8, against 16.7 during 1926. There was also a decline in the murder death rate of New York City from 6.4 to 5.7 per 100,000 of population, while for the city of Philadelphia, the rate declined from 9.7 to 8.6.
>
> "The cities in which the rate for 100,000 population was 18.0 or more are these:

	1926
Jacksonville, Fla.	75.9
Tampa, Fla.	67.6
Birmingham, Ala.	58.8
Memphis, Tenn.	42.4
New Orleans, La.	33.7
Kansas City, Mo.	32.3
Dallas, Tex.	32.0
Charleston, S. C.	29.7
Nashville, Tenn.	29.2
Mobile, Ala.	28.4
Louisville, Ky.	26.7
Houston, Tex.	25.8
Detroit, Mich.	25.3
Sacramento, Calif.	21.8
Pueblo, Colo.	20.5
Kansas City, Kans.	18.8
St. Louis, Mo.	18.6
Cincinnati, O.	18.2
Winston-Salem, N. C.	18.1

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Easy Street often becomes but a blind alley.—*Christian Science Monitor.*

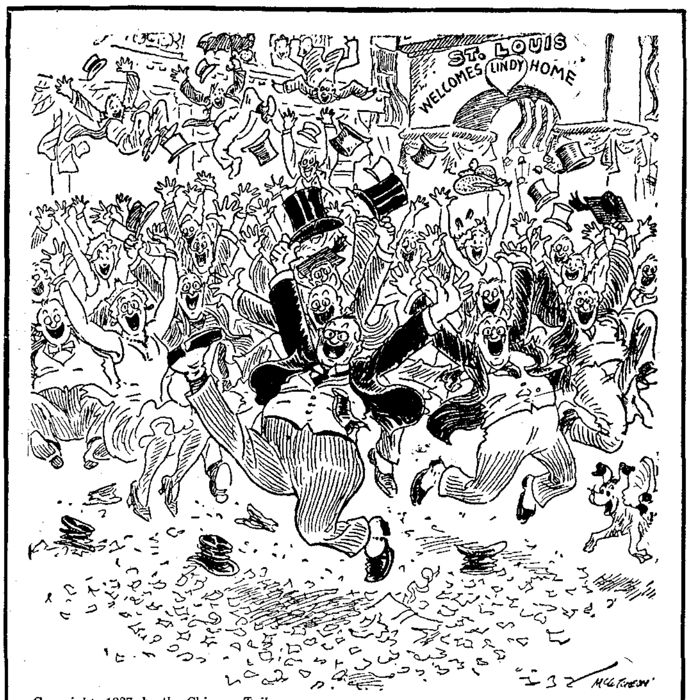
Under Prohibition the first non-stop flight to Europe was made.—*Toledo Blade.*

A luxury is something that costs $7.63 to make and $20 to sell.—*Windsor Border Cities Star.*

It's certainly a pleasure to see flying youth crowd flaming youth out of the head-lines.—*Chicago Daily News.*

Mussolini says that his successor has not yet been born. Well, that's some relief, anyway.—*Milwaukee Journal.*

In Bible times the swine full of devils ran over a cliff instead of a pedestrian.—*Colorado Springs Gazette.*


ST. LOUIS WELCOMES (LINDY) HOME
McCutcheon

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THE SPIRIT OF ST. LOUIS

Col. Charles A. Lindbergh of St. Louis, the well-known aviator, has returned home from a short trip abroad.—News Item.

—McCutcheon in the Chicago *Tribune.*

Speaking of vacations, who is enjoying a longer one than King Victor Emmanuel?—*Florence (Ala.) Herald.*

Appropriately enough, an English plumber has recently been made a Knight of the Bath.—*Christian Science Monitor.*

Lucky Lindy—he doesn't have to carry all the air mail that is being sent to one Charles A. Lindbergh.—*New York Evening Post.*

While the Gideons are placing their Bibles in El Paso's hotels, we trust that they will slip a couple to the man who makes the rates.—*El Paso Times.*

It would take more than a British aviator flying from London to Moscow to restore cordial relations between the Soviets and Great Britain.—*Knoxville Journal.*

It must be annoying in these times to be a diplomat and realize that cannon fodder is too fed up to get excited if you say "Sic 'em."—*Dubuque American-Tribune.*

Scientist has invented a machine that can match colors perfectly. We don't know what the machine is, but it isn't a husband.—*Arkansas Gazette.*

America might be interested enough to guard against future Mississippi floods if the river were in Armenia or somewhere like that.—*San Francisco Chronicle.*

The news that the famous mansions of Fifth Avenue are to be superseded by flats and stores seems to indicate that even New York is becoming Americanized.—*Punch.*

H. L. Mencken says "there will be no peace until all nations adopt a universal language." But they'd have to have a war to determine what language to adopt.—*Toledo Blade.*

We suppose posterity's way of complimenting a bride on her good old-fashioned domesticity will be to say cordially: "Why, you open cans just like your mother."—*Ohio State Journal.*

Haig says that America did not win the war. This comes as a distinct surprize to us because we always understood that the country which did not win the war was Portugal.—*The New Yorker.*

A lady-novelist in an evening paper has described the beneficial effects of the mud-baths of Bohemia. Too many novelists seem to have chosen the wrong kind of Bohemian mud to wallow in.—*Punch.*

India must choose between John Bull and Soviet bull.—*Burlington Hawk-Eye.*

It took the garter more than nineteen centuries to win a place in the sun.—*Toledo Blade.*

Every cloud has a silver lining, and even an old suit of clothes has its shiny side.—*Detroit News.*

Transfer of world interest from China to Russia doesn't help the proof-readers much.—*Manchester Union.*

If the lamb tried to follow Mary to-day it would most certainly have to step on the gas.—*Fort Wayne News-Sentinel.*

People never know how careful they can be until they have children or white shoes.—*Canton Repository.*

Nobody has yet explained why New Yorkers want to save daylight, unless it is to get up by.—*Toledo Blade.*

Mr. W. R. Hearst urges the world to adopt the English language. It seems up to America to give a lead.—*Punch.*

If Nature didn't foresee the flivver age, what was she trying to do when she developed the grasshopper?—*Akron Beacon-Journal.*

Field Marshal Haig says the Allies would have won the war without the aid of the United States. Gosh! How we wish they had!—*New York Sun.*

Mussolini has written a new Ten Commandments for the use of the Fascisti. Apparently it was too much even for the Duce to get the old ones enforced.—*El Paso Times.*

Whatever it signifies, Germany is the only nation which thinks it important to keep right on announcing that it was not guilty of bringing on the World War.—*Knoxville Journal.*

The bravest boy in Chicago was awarded a prize of $100 and showed he was entitled to it by getting home safely with the money.—*Brunswick (Ga.) Pilot.*

Mr. Mussolini's campaign to stimulate the birth-rate in Italy has just taken the form of an announcement that his successor is not yet born.—*Detroit News.*

The Pullman Company is going to name an observation car after Colonel Lindbergh, which seems all right as long as it isn't a sleeper.—*Christian Science Monitor.*

And now the taxicab industry is to have a "czar." If Communism ever does sweep this country, it will take at least twenty years to kill off all the czars.—*New York Evening Post.*

The Soviet Government describe the police raid on Arcos, Ltd., as a "flagrant breach of agreement." And, of course, they know a breach of agreement when they see one.—*Punch.*

Dr. Cook had some difficulty, as you recall, in proving that he went to the North Pole practically alone, but it seems to be pretty well established that Lindbergh has been to Europe.—*Tampa Tribune.*

Now that Nicaragua has been pacified, President Adolfo Diaz plans to visit the United States to arrange a loan for his government. Most of us felt all along that there was a catch in it somewhere.—*Seattle Times.*

FOREIGN - COMMENT

MEASURING THE SOVIET WAR-CLOUD

"WAR IS INEVITABLE between Russia and Great Britain," declares M. Voroshiloff, the Soviet Commissar for War, according to the press report of his address to the workingmen of Moscow on June 9, in which he blamed the "British bourgeoisie" both for the expulsion of Soviet diplomats from England and for the assassination of the Russian Minister to Poland. All Soviet organs are unanimous in asserting that "Great Britain wants war," and that this is the real cause of the rupture between the two countries. And Britons in China, especially at Shanghai, also declare that "war between Soviet Russia and Great Britain is inevitable," basing their assertion upon the doings of the Reds in Asia. But many outside critics are equally positive that all such war talk is propaganda, on one side or the other. "War between Russia and Britain is practically impossible," remarks an acute Irish editor, "because the two nations have no way of getting at each other."

The Moscow Government's wrath over the break in diplomatic relations is reflected in the lurid vocabulary of its official press. "Bandits," "brutes," "scoundrels," "blood-suckers," "beasts"—these are some of the milder epithets which the Soviet newspapers are using to describe the British Ministry responsible for the stroke. Cartoons picturing Sir Austen Chamberlain, Mr. Stanley Baldwin, Mr. Ramsay MacDonald, and other prominent English politicians as greedy beasts strangling the proletariat, or as cannibals tearing a Chinaman limb from limb and devouring him, are to be found in almost any Moscow paper that one may pick up. *Pravda*, official organ of the Communist party, comments upon the break in these terms:

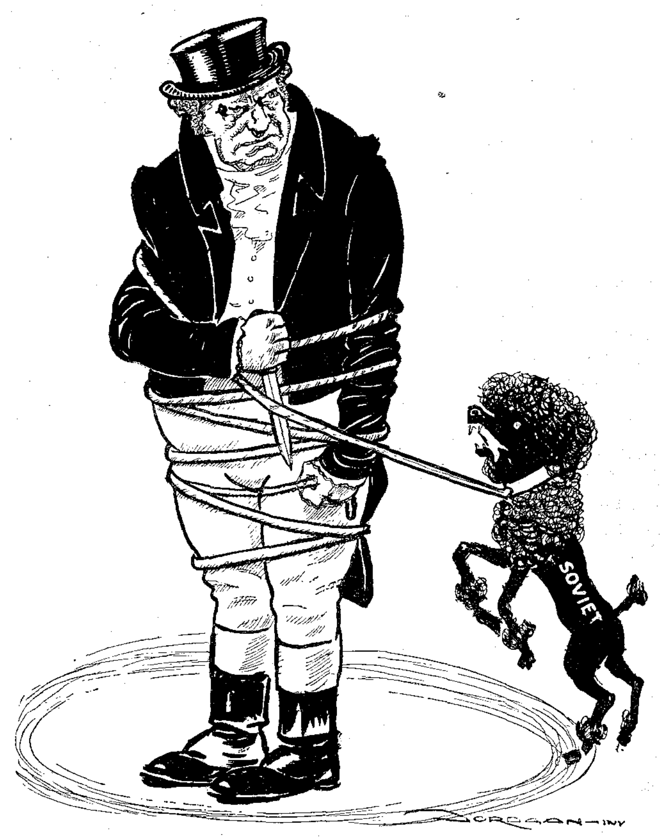
"The Government of Conservative bandits has broken diplomatic and commercial relations with our State. The British aristocrats have cynically challenged a great proletarian nation and are trying to undermine and blow up Europe's peace. The breaking of relations with Russia and the excuses given for it have shown the British Government in the most ridiculous light to the entire world. The fantastic 'document' which was used as a pretext to break into the premises of Arcos, Limited, has not been found by the hold-up men from Scotland Yard. The debates in the House of Commons, as well as the statements made by Chamberlain himself, have proved that no mortal has ever seen this document, as no mortal has ever seen the once much-talked-of 'letter' by Zinoviev. The result is clear: the Conservative Government has given eloquent proof to the entire world that it is a government of scoundrels.

"The myth of 'Soviet spies,' of course, is not new; neither is the dry rot from which England's capitalistic régime is suffering. This myth has figured in the columns of reactionary English papers for more than two years. Yet it sounds especially stupid and pitiful when England's Foreign Minister resuscitates it in his fairy-tales intended to justify the crime which he has committed. Who are the real spies? And what country is it whose secret police has long been famous? It is England. It is exactly the British Government that can be best described as the world's spy and the world's policeman.

"'The Union of Socialist Soviet Republics interferes with Chinese affairs,' Chamberlain declared to the submissive British Parliament. This is really a peach of a statement. As tho Chinese affairs were British affairs! Besides, who is it, if not the Government of British lords, that really does meddle in Chinese affairs? Who plunders, cynically and impudently, the Chinese people? Who is trying to strangle China's revolutionary freedom? Who has seized by the neck the workmen of Shanghai? Who is sending to China the ships of death? Who opens fire on China's peaceful inhabitants? Who does indulge in all these occupations if not the Government of executioner-lords?"

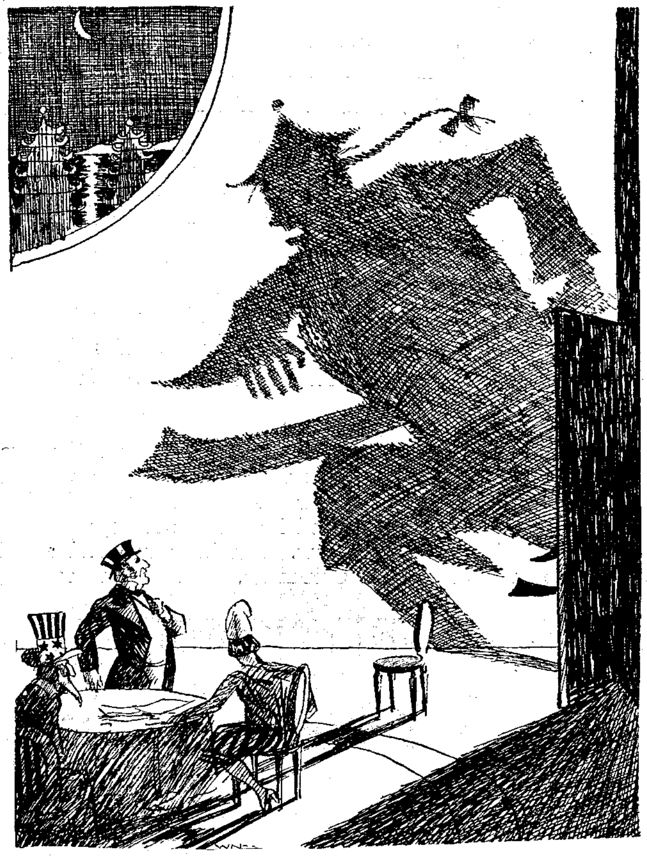
The Soviet organs are unanimous in defending the Russians in London, and in calling the charges against them "rubbish," "calumny," "forgery." The comment of the *Isviestia*, official organ of the Soviet Government, is a little less vitriolic and a little less rich in invective than that of *Pravda*. Yet the ideas set forth are practically the same in both papers. We read in the *Isviestia:*

"The British Government postponed (three months ago) the break of diplomatic relations with Russia because it was trying to prepare the ground for an anti-Soviet coalition in Europe. But now it has changed its tactics: it hopes to find allies after having dealt the blow. Speaking two and a half months ago in the House of Commons, the Foreign Secretary declared, in connection with the dispatch of the protest-note to Moscow, that the break of diplomatic relations with Soviet Russia would entail most undesirable consequences for Europe. Yet now the break has come. The juxtaposition of these facts proves very well that the British Government is not at all interested in the preservation of European peace, and that the break with the Soviet Union is nothing less than a prelude to war. To weaken the Soviet Union by a financial and economic blockade in order to facilitate an attack upon it by the united anti-Soviet forces—such is the purpose of Mr. Baldwin. Only, so far, he dares not admit it frankly and officially."



JOHN BULL: "I think I am better off without such friendship!"
—*De Groene Amsterdammer.*

Different, however, is the comment of the anti-Bolshevist Russian papers published outside of Russia. All such papers without exception approve of Great Britain's "wise" decision, which, it is asserted, "should have been taken long since." The liberal *Rul*, of Berlin, declares:



THE YELLOW PERIL IS LOOKING BLACK

—*The Bulletin* (Glasgow).

"The future historian of the Russian revolution will call May 24, 1927—the day on which Mr. Baldwin pronounced his significant speech in Parliament—the beginning of the end of the Bolshevist régime. Indeed, this speech opens a new, and the last, era in the history of Bolshevism. The causes of the rupture are so obvious that one has no need to analyze them; on the contrary, the future historian probably will be astonished that it was so long in coming. It is really miraculous that the cultured world should have tried for six whole years to establish normal relations with the destructive Bolshevist gang. England was the first to begin that policy. To-day she is the first to give it up."

"No nation loses anything worth having when it vindicates its self-respect," is the calm comment of the London *Sunday Times*, typical of that of the British press, with few exceptions. The paper just quoted brushes aside all war talk with these words:

"There is no thought on either side of any rupture of the peace. The usual barometers that indicate a coming international storm remain totally unaffected by what has happened. None the less, it is a grave development. A decision so momentous, so opposed to the ordinary usages of Governments, so hazardous, as some may think, to British interests, needs an overwhelming justification. But the justification for it is overwhelming. What we have found is that under the disguise of commerce the Soviet had established in our midst a stronghold of espionage and intrigue."

Viewed from Shanghai, however, the war-cloud looks more lurid, judging from an article in *The Far Eastern Review*, written by George E. Sokolsky, associate editor of that magazine. Taking "the imminence of war between Soviet Russia and Great Britain" as his text, that observer says:

"This idea is naturally pooh-poohed on all sides; yet the fact remains that the cords are constantly being drawn more tightly, the issues are becoming more clear, and Soviet Russia is inevitably being forced into a corner whence it must either fight for freedom to follow its established procedure of destroying potential enemies from within or throwing such a policy overboard and becoming an orthodox State among States.

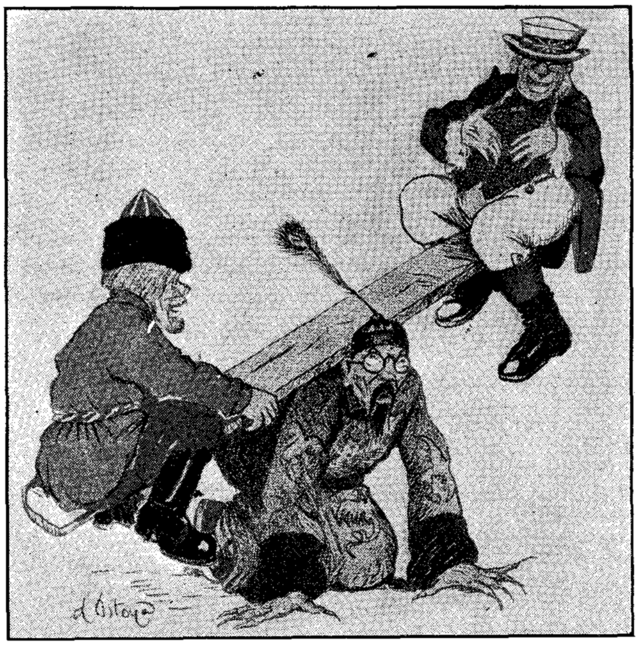
"Soviet Russia is the Cain among nations. Every hand is against her and her hand is against every one. With a nervousness which arises from an inferiority complex, with a desperation which comes from ostracism, Soviet Russia has forged new weapons of attacking States, weapons which affect a State as germs affect individuals. Disintegration sets in. Chaos becomes a chronic condition. Trade and industry cease. Labor troubles are every-day occurrences. And these phenomena are not so much the results of the activities of Russian agents as of indigenous, native sons trained in Russia or financed by Soviet funds functioning under the general direction of a Russian adviser. There is hardly a country where this method has not been attempted."

After tracing the successful methods of Borodin, the Soviet agent who gained control, for a time, of the Kuomintang and reorganized it as the dominant political party of Southern China, Mr. Sokolsky goes on to sketch what he thinks is the main purpose of the Communists—"the eventual destruction of the British Empire and the removing of the center of world influence from London to Moscow"—and continues:

"If Russia is to dominate China and is to use China as a spring-board for world revolution, then all the Powers are deeply concerned and all imperialist Powers, that is the United States, Great Britain, Japan, France, Holland, Belgium, Italy, and Portugal, must fight for their national existences. They will ultimately have to fight Russia—they will certainly attack China first."

In case of such a war, this writer predicts, Great Britain and Japan would join forces—would have to do so to succeed. France would naturally have to support them, he thinks, and the United States, he adds, would help financially if not otherwise. Mr. Sokolsky bases this latter statement on the fact that American missionaries have been driven out of China. "The United States," he reasons, "no longer has a sentimental reason for impeding military intervention." He also counts upon anti-Bolshevik sentiment in America, and upon the fact that the Powers involved in such a war are debtors of the United States, while "China's debt is insignificant and Russia's is practically lost." In conclusion, he says:

"It is almost clear from Soviet conduct in Persia and Turkey that in the event the game becomes too hot, Soviet Russia will abandon all her activities in China. On the other hand, as long as the Powers continue to regard Soviet Russia as a pariah, the Soviets will continue to foment revolutions through the Third International. Here is a vicious circle through which no one seems to be able to break."



"PLEASE LET ME GET UP AGAIN"

—*Le Cri de Paris.*

GERMANY'S "FEME" MYSTERY SOLVED

SENTENCE OF DEATH has been pronounced by a Berlin Court upon four members of the "Black Reichswehr"—Lieutenant Schultz and his associates, Fuhrmann, Umhofer, and Klapproth—after a trial which attracted the attention of all Germany. This, we are reminded, is the fifth trial of members of the Black Reichswehr and its "Feme Tribunal," and, apparently, the last one. The whole story is now clear, at least in its main lines.

The name, Black Reichswehr, it may be remembered, was given to the so-called Labor Companies of ex-officers and soldiers—companies organized along the eastern frontier of the Reich in the troubled times of 1923, when Germany was constantly threatened with Communist revolts and uprisings. It was alleged for a long time that the regular German military authorities were trying to organize, under the guise of such companies, a whole secret army alongside of the legal Reichswehr. Now all the papers seem to agree that the authorities never planned any such wide organization, but that they did employ the Labor Companies—which were authorized by the Treaty of Versailles only for the dismantling of old fortresses—to combat the then momentous danger of the Communists. The authorities did not know, we are told, what criminal forms some of the die-hard Black Reichswehr Monarchists were giving to the organization. They did not know that these men, through their own self-appointed, secret court, were trying all comrades suspected of treason, and "executing," or, to use a plainer word, murdering them. Only through a series of mysterious murders was the real nature of the Black Reichswehr revealed to Germany as well as to the world.

The fifth "Feme" case is summed up by the Berliner *Tageblatt* as follows:

> "The time was July, 1923, when the French were occupying the Ruhr, and when the Reich was having numberless foreign and domestic troubles. Late in the evening a Labor Company at Rathenow was awaiting the arrival of a motor-car from Spandau. The company was under orders to seize a secret Communist depot of arms near Rathenow. The car was late—it arrived only a little before dawn. The persons in it were Klapproth, Fahlbusch, and Bushing. In the Black Reichswehr these hot-headed gentlemen were known as a special force under command of Lieutenant Schultz. On that night they all wore plain clothes. At Furstenhof they stopt, and three more persons joined them—Fuhrmann, Umhofer, and their prospective victim."

The motor-car, this paper tells us further, went to a little wayside inn, where the Black Reichswehr men drank in order to work themselves up for the commission of the sordid deed they planned, and made their victim drink in order to weaken him and lull his suspicions. We read:

> "Then they continued their journey. A few minutes later a shot was fired. That was all. The dead body was carefully taken out of the car, an eighty-pound weight was cleverly attached to it, and it was thrown into the Havel River. It was thought that the river would conceal the secret, but the assassins did not take into consideration the fact that it was very shallow. On July 24 the body appeared on the surface.
>
> "It took a good deal of time to identify the dead man. Finally it was found out that he was one Walter Wilms, a local merchant, who had suddenly disappeared some time before. The career of Wilms was as follows: With the assistance of the Berlin Bureau of the Nationalist German party he became a sergeant of the Black Reichswehr in the little fortress of Spandau. Here he undertook to organize a society of non-commissioned officers for the purpose of defending their professional interests against the commanders, but his major prohibited this undertaking. Wilms was sent to Lieutenant Schultz, and the latter severely reprimanded him for his breach of discipline. Wilms was, however, a hot-headed fellow. Irritated, he declared: 'I will inform the Communists of your work!' By this he signed his own death sentence. He was arrested, switched from one place to another, and finally was sent with a party of his colleagues—and fellow murderers—'to seize the secret Communist depot of arms.' We know the rest of the story."

In the four preceding trials of Black Reichswehr men who committed similar crimes, the *Vorwaerts* reminds us, the courts had been remarkably lenient to the criminals, and it adds that the fifth trial is the first in which everything has been done according to law. Yet the four assassins thus sentenced to death will probably be pardoned, we are told; the Court has sent a petition to the Minister of Justice asking him to commute the sentence to a long term of imprisonment. The *Vorwaerts* goes on to say:

> "To one who has followed the whole trial it is clear that an unprecedented system of lies and secrecy had grown up around the activities of the Black Reichswehr. Men who once had been Imperial officers entangled themselves in a vast network of intrigues and conspiracies. All this would hardly have been possible a few years ago. The trial has revealed with appalling clearness the vicious nature of the agency which was created by the leaders of the army, when, under the guise of 'Labor Companies' they organized the Black Reichswehr. The most reprehensible feature of the whole thing is that these leaders covered their activities with the name of the State and used the means of the State to create their organization."

MAKING WHITE MEN OF HINDUS

SOUTH AFRICA is trying a new solution, we are told, for one of its serious race problems—the problem of how to get along with its imported Hindu population, which, by underselling and underliving, threatens to make life impossible for the white man in small trade. Observers assure us that legislative measures and municipal ordinances have been devised frankly to injure Indian pride, and that economic pressure has been vigorously applied to squeeze the Hindu out, but that all such measures have failed. Even the offer of a free passage to India, with an attractive cash bonus, has not served to reduce the Indian population of South Africa. The Union Government, while continuing these inducements, according to press dispatches, is now about to try the experiment—with the consent of the Government of India—of endeavoring to "make white men of the Hindus." The color of their skin can not, of course, be changed; but under a new plan, recently formulated with the aid of an Indian commission, they are to be compelled to live according to the white man's standard or leave South Africa.

Many Indian publicists, instead of showing alarm over this, believe that it will help to assuage the bitterness of feeling which, for almost two generations, has existed between India and the Union of South Africa. One of the outstanding personalities of modern India, V. S. Srinivasa Sastri, who has acted as his country's spokesman in London, Geneva, and Washington, and who is a member of the exclusive British Privy Council, is going out to South Africa, we are told, to act as his country's ambassador to watch over this experiment. Writing in *The Hindustan Review*, he expresses the opinion that the negotiations carried on by the Indian deputation, of which he is a member, "have borne unexpectedly good fruit." According to this distinguished Hindu intellectual:

> "The Indian population in the Union, as estimated for 1926, is 174,000. Of these the Cape, tho much the largest province, has 6,500; the Transvaal has 15,500, and Natal has 152,000. So that our people are in a slight majority over the whites in Natal."

In analyzing the advantages gained through the new plan, Mr. Sastri points out that the "Class Areas Bill," which would have compelled Indians in South Africa to live in ghettos, and would have taken away from them even such opportunities for trading as they still enjoyed, has been withdrawn. To quote him:

> "Our countrymen in that subcontinent have a vivid conception of the oppression and hardship that such a law would have inflicted on them, and it is no wonder that they hailed with joy a settlement which rids them of such a nightmare. But not only have they escaped from this nightmare: they have been accepted as a part of the permanent population, entitled, like other elements of it, to the fostering care and protection of the Union Government."

Other good features of the plan are summed up by Rao Bahadur G. A. Natesan, editor of *The Indian Review*, of Madras, and an active member of the Indian Council of State, corresponding in a way to our Senate. Tho a Brahman of Brahmans, Mr. Natesan refuses to be alarmed over the fact that the Indian delegation has agreed that Hindus shall be made to conform to Western standards of living. *The Hindu*, a newspaper of his home town, quotes him as saying:

> "The Indians are not to be treated as aliens, but will be recognized as part of the population of South Africa. Not only that: the Union Government has recognized its obligation to promote measures for their uplift.
>
> "All Indians in South Africa, in my opinion, should conform to Western standards. I am glad to learn that already many of my fellow countrymen there are living in decent style. Whatever may be the past history of the South African Government, Indians now have the assurance of a great transformation in the atmosphere, from one of remorseless hostility to one of generous toleration, a change of attitude from one of complete ostracism to one admitting Indians to social rank. It is the Indians who have all the advantages of the Round Table Conference."

All Indian publicists do not, of course, take so optimistic an attitude. Many, indeed, predict that this attempt to make white men of Hindus and Moslems is sure to break down, and will simply give the Boers and Britons who dominate South Africa a powerful instrument with which to drive out the simple-living, frugal Indians, with whom they are unable to compete. P. Subramania Aiyar, an Indian resident of Durban, South Africa, writing in *The People*, of Lahore, India, for instance, quotes Dr. Malan, the South African Minister for the Interior, to prove his contention that the Indian question is not settled by any means. That member of the Union Government, according to him, speaking in the House of Assembly on the Agreement, said:

> "It will be obvious that the agreement which has been reached is more in the nature of an honorable and friendly understanding than of a rigid and binding treaty. By its decision not to proceed with the particular legislation which was contemplated last year, the Union Government has not in any respect or to any extent surrendered its freedom to deal legislatively with the Indian problem whenever and in whatever way it may deem necessary and just."

Mr. Aiyar also cites a recent incident in the House of Assembly, and then asks his readers to judge whether or not the Magna Carta "is seriously meant to be fulfilled by the Government." According to him:

> "Mr. Strachan, a Labor member, suggested to the Minister that in the contemplated legislation with reference to Indians, the Immigration Act, No. 22, of 1913, should be amended to permit Indians who were prepared to conform to the Western standard of life to migrate freely from one province to another; but the Minister said that 'it had always been an accepted principle that the Indian problem should be localized as between the various provinces as it existed at the time of the Union, and the Government could see no good reason for departing from this principle."

Commenting on this, Mr. Aiyar observes:

> "The foregoing utterance of the Minister for the Interior ought to serve as convincing proof, to those who require convincing, that there has been no change either in the mentality of the Ministers or the rank and file of the people here in South Africa; and therefore it behooves the people and leaders of India to revise their opinion of the alleged settlement of the Indian question in this country. This is a part of a world-wide problem, and as such it is not likely to be settled until India is as free as South Africa."

ENGLAND MOST DENSELY CROWDED

ENGLAND AND WALES make up the most densely populated country in the world, according to report now published by the Government Office midway between the last census and the next one. The number of inhabitants shown by the figures for 1921 is 250.6 per square kilometer (compared with 61.0 in Scotland and 152.7 in the United Kingdom). Belgium, the closest rival, with 245.2, the Netherlands with 200.7, Japan with 151.3, Germany (post-war boundaries) with 125.0, are the only other countries of the world with over 100 inhabitants per square kilometer, the London *Economist* points out in its summary of census revelations. The density of population has steadily increased since the beginning of the nineteenth century, and its growth has been associated with a corresponding increase in urbanization concerning which we read:

> "In 1921, 79.3 per cent. of the population lived in urban districts, as against 78.1 per cent. in 1911, 77.0 per cent. in 1901, and 72.0 per cent. in 1891. The pace of urbanization is shown by the proportions of persons massed in cities of various sizes. It is true that in the twelve largest cities, with populations of over 250,000 each, the proportion of the total population was practically unchanged, being 25.4 per cent. in 1911 and 25.5 per cent. in 1921; but in the 34 towns with 100,000 to 250,000 inhabitants the proportion increased from 12.6 per cent. in 1911 to 13.6 per cent. in 1921, in the 55 towns with 50,000 to 100,000 inhabitants the proportion increased from 9.9 per cent. to 10.2 per cent., and in the 157 towns with 20,000 to 50,000 inhabitants the proportion increased from 12.8 per cent. to 13.1 per cent. Study of the rates of growth of towns of different sizes suggests that a figure in the neighborhood of between 50,000 and 100,000 roughly marks the limit of optimum aggregation, and that, in more recent years, the rate of increase in the smaller towns appears to have been relatively higher, and that of the larger towns relatively lower, than before. 'This tendency,' states the Report, 'is probably associated with the changes in the organization of industry which are gradually being brought about by factors tending to the dispersion rather than the concentration of population, such as the recent development in transport, the increasing use of electrical power, which can be transmitted over long distances with comparative economy, the necessity of providing workers with more adequate houses and healthier environment; so that the most effective concentration of individuals in urban units may in the future be a diminishing one and the decline in the rate of growth set in earlier than it has in the past.'"

The census total of population numbers 37,886,699 persons, of whom 18,075,239 were males and 19,811,460 females; the excess of females over males being larger now both absolutely and relatively than ever before. *The Economist* also notes that along with the net loss of inhabitants is a general aging of the population, the average age being 30.6 years in 1921, as compared with 28.6 in 1911 and 26.2 in 1881. "Altho the total population is the largest ever recorded, the increase in the population between 1911 and 1921, which amounted to 1,816,000 persons, is smaller than that between any two censuses since the Napoleonic wars, and the rate of increase, which was 4.93 per cent., is the smallest in the census records. The retarded growth of the population reflects the influence of the war both in the increased number of deaths and in the decreased number of births—for, altho the decline in the birth-rate was partly due to other causes, and had begun well before 1914, the war greatly accentuated it." Few people would realize until the census statistics are seen, says *The Economist*, "that less than two-fifths of the occupied population were engaged in manufacture, only a little over one-half in fishing, agriculture, mining and quarrying and manufacturing combined, and over one-fifth in transport and communications and commerce and finance." Crowding produces the major problems of this era; "so great a population can obviously never be fed by the produce of so limited a territory, or, at least, not fed at present standards of living." Allied to this crowding in space is crowding in time; the people live longer, and this greater longevity forces us to care most particularly for the education, training, and health of the nation.

"POOR GERMANY": LAND OF PROSPERITY

ACTIVE "POOR GERMANY" propaganda is about to begin, warns Sir John Foster Fraser, noted British special correspondent, writing from Berlin to the London *Sunday Times*. That paper features Sir John's vivid picture of industrial recovery in Deutschland since the war, based largely on loans from America, and labels his observations of Germany's "adroit" policy, "Dodging the Dawes plan." Concurrently the Agent-General for Reparations, S. Parker Gilbert, in his semiannual report for the third year of the Dawes plan, sharply warns the German Government against unsound and deceptive budget-making, excess of expenditures over revenues, and continued borrowing for the purpose of covering the budget deficit. Other British correspondents join in reporting German hopes of obtaining reduction in Dawes payments through creating an appearance of poverty, "against fact." Sir John insists that beyond dispute prospering Germany can pay the current Dawes rate of reparations and the later increasing rates, if she wants to. Americans who recall Fraser's pleas in this country during the Liberty Loan drives will recognize his facility in showing up the German case as he sees it:

"With what I might call unconscious sophistry, Germany says to England: 'You want more money under the Dawes plan: that is all right. But first you must not disturb me in using the money I have to improve myself in order to increase my manufactures; you understand that. Then I must sell my manufactures—that is obvious—and as I can not sell them to myself, you must agree to buy a portion of them or not compete with me in neutral markets. With the money I acquire through trading with you it may be possible to pay you under the Dawes plan; that is clear. If not, then'—and a shrug of the shoulders concludes the argument."

Few things are more astounding than the manner in which Germany has mapped out a policy to regain her former industrial position in the world, with no brooding over a lost war, no nursing a spirit of revenge, just facing realities, according to this observer:

"With loss of vast territory which provided raw material Germany gives an example to England by the zest, quite apart from political finance, with which she is adapting herself to the new mercantile situation in the world. The most important brains at work in Germany are in the laboratories devising synthetic production. What can not be bought is made. Synthetic nitrates are produced in such quantities that in the American market Chilean nitrates have dropt in price. Less than three years ago methanol (wood alcohol) was synthetically obtained from coke gases, and German competition has badly shaken the market in America, where wood alcohol is produced. German workmen, tho not so well paid, work harder than Englishmen.

"Before the war Germany's foreign trade represented 13 per cent. of the world's total; now it is 8 per cent. There is a revival in shipping. By intensive productivity and making price arrangements with producers in other countries foreign markets are brightening. German exports to India last year were 20 per cent. over those in 1913.

"There are two thousand industrial cartels in Germany regulating output and controlling prices which, speaking generally, are higher in Germany itself than abroad.

"In steel production Germany has brought France and Belgium into her trust, and now the move is to get Britain within the ring.

"Nervousness exists in the United States that this is a plot against America. Not so; altho America produces more than half the world's steel, it is behind Germany, France, ourselves, and even Belgium in the export of steel. In any case, America could not be a serious competitor on a price basis.

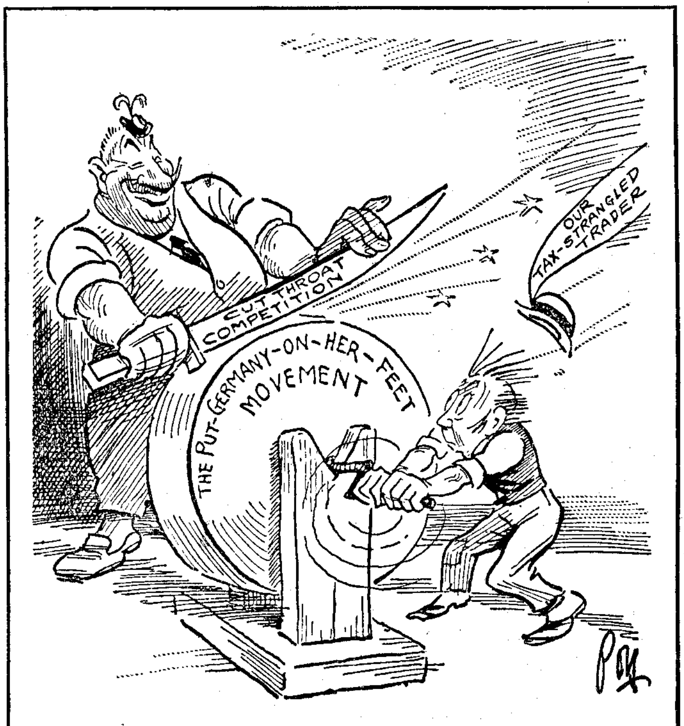
"The German Steel Trust has much American money behind it. This trust, which controls not only raw steel but steel products in the most important steel countries of the Continent, has directed a polite pistol at the heads of British steel and coal magnates. Maybe our own people will prefer an agreement to a war of prices."

"What interests me, as an onlooker," proceeds Sir John, "is the adroitness of the Germans"—

"Seeking to soften competition whilst they are getting into industrial fighting trim, smiling at competitors, and in the friendliest way saying, 'Now let us be pals and work amicably, and not cut each other's throats; that will be good for all of us, and if your countries buy lots of German goods we will be able to pay our war debts, and all in the garden will be comparatively lovely'—until the Germans can do without cooperation!"

Britain's industrial paralysis in last year's coal stoppage was an open blessing to Germany, transforming nervousness to rosy optimism about her commercial future, Fraser remarks, and he notes that in Germany there is always an industrial "compulsory arbitration court in the offing." In describing the improvement of plants all over the country "it would be difficult to avoid a charge of exaggeration." As he observes:

"Millions of money are being pushed into bricks and mortar and new machinery. And, what must be kept in mind, these things are not all done with lent money; they are done because Germany is wide awake to the necessities of the situation and knows that up-to-dateness is essential in the coming great struggle—after a few years, when genial cooperation with other countries is no longer needed—and partly to keep dividends from soaring much beyond 10 per cent.



ONE GOOD TURN DESERVES ANOTHER

FRITZ: "If you vill do this for me, ven der knife is nice and sharp, I vill do something for you!"

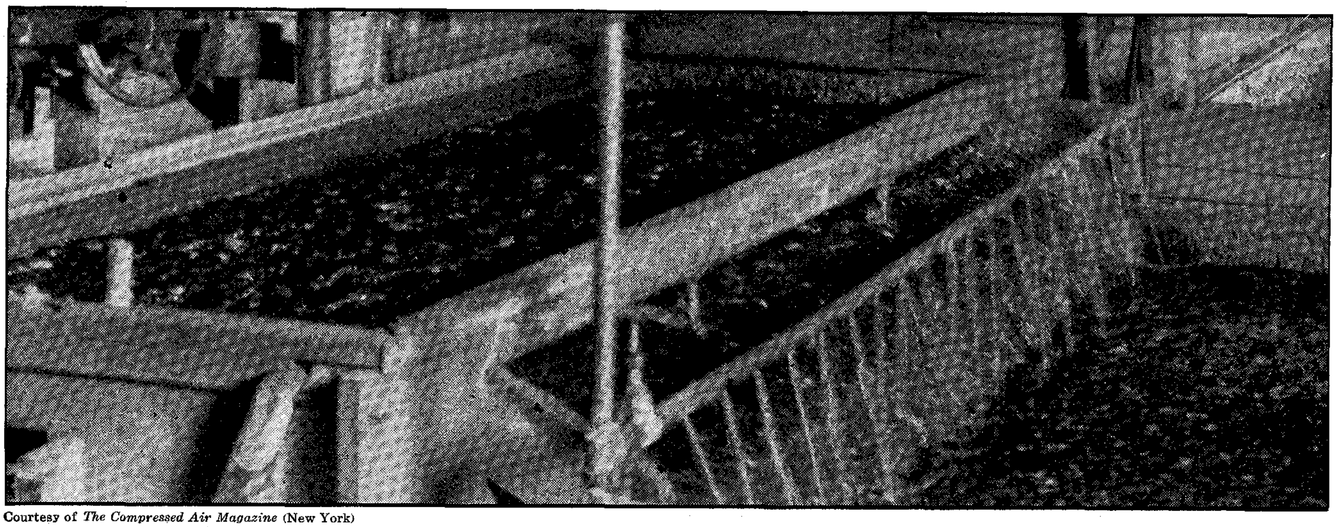
—*The Evening News* (London).

"In one day I visited two famous places. In the morning Albrecht Count Montgelas, editor of the *Vossische Zeitung*, drove me out to Templehof to visit the Ullstein building, quite new, probably the finest printing works in Europe, certainly in Germany, as imposing and as lofty as a cathedral, and costing umteen millions of marks—one of the signs of German prosperity, for there has been a tremendous boom in literature. In the afternoon I went out to Siemens's huge electrical works—with enlargements in rapid progress—and had a long conversation on industrial questions with one of the most striking personalities in Germany, Herr C. Koettgen, general manager of this firm, employing over 100,000 hands—and all busy."

"Poor Germany" talk Sir John briefly characterizes thus:

"I allow myself the guess that the borrowed money from America, nearly £400,000,000, whilst valuable in the process of reconstruction, is much talked about to divert attention from the vast capital Germany has of its own, that the lavish expenditure on wholesale improvements is mainly to smother an exhibition of big profits, that there are enormous hidden reserves, and that the pictures of Germany living from hand to mouth, just scraping enough to get along, dependent as a manufacturing country on the good-will of other countries, is all part of a propaganda to get a revision of the Dawes plan in a few months."

SCIENCE - AND - INVENTION



Courtesy of *The Compressed Air Magazine* (New York)

LUCRATIVE SUDS—A "METALLURGICAL MIRACLE" TURNS LOSSES INTO PROFITS

"Froth is raising millions of tons of mineral each year to a state of high commercial value."

MILLIONS SAVED BY FROTH

WORTHLESS METAL MINES suddenly become productive—worn-out ore-heaps are now valued at millions; in short, a revolution in the zinc, copper, and lead industries, all wrought by froth. Some journalistic romancers will have it that the wondrous powers of froth were discovered by a washerwoman with her suds; but Gail Martin brands this as a fiction. Writing in *The Compressed Air Magazine* (New York) on "Wonders Worked by Selective Flotation," Mr. Martin describes what he calls "the metallurgical miracle that has turned losses into profits." He says:

"Froth is raising millions of tons of mineral each year to a state of high commercial value. Through the alchemy of science, an oily, fluffy, dirty-gray froth is separating complex sulfid minerals and segregating their component parts—zinc, lead, copper, silver, and iron—into valuable products. Difficult smelting problems have been overcome; waste has been converted into profitable ore; and all through the discovery that froth can be made to accomplish what no other known mechanical or chemical agency will do as economically or effectively.

"Of what avail would efficient mining be without economical methods of converting ore into metal? In the last analysis the prosperity of the non-ferrous metal industry rests upon a substance as unsubstantial as froth.

"Five years ago it was realized that the high-grade, desirable smelting ores had been nearly exhausted. Available reserves consisted of low-grade complex ores containing heavy percentages of zinc. As depth was attained, the zinc content increased. This was particularly true of the Rocky Mountain region.

"Now in lead smelting, the presence of zinc in an ore formerly increased the cost of recovering the lead; and the zinc, then being irrecoverable, was lost in the slag. A ban was placed on lead-zinc ores; vast tonnages could not be mined; and large mines lay idle, while scores of others faced a shutdown. Three years ago, metallurgical plants in Salt Lake Valley, Utah, poured on their slag dumps daily approximately 100,000 pounds of zinc valued at about $6,000, or $2,000,000 worth annually. To-day, the greater part of this metal is saved, with the result that from Utah ores alone the output of zinc in the Beehive State increased from 8,157,739 pounds in 1920 to 16,000,000 pounds in 1924, and from 52,611,732 pounds in 1925 to 100,000,000 pounds during 1926.

"Nearly every one has performed the experiment of filling a glass of water until the surface of the liquid stands higher than the sides of the vessel; or of greasing a needle and placing it on water where it will float. In a similar manner, it was found that sulfid-ore particles, when oiled, have a tendency to attach themselves to air bubbles and to float, while the oxid particles—such as quartz, feldspar, limestone, hematite and other gangue minerals, which have less affinity for oil and are therefore easily wetted—sink to the bottom or remain in suspension. Here one meets the first paradox—the heavier particles float while the lighter ones sink. In fact, some of the heaviest sulfid minerals are easiest to float, provided of course they are ground fine enough so that the weight of the mineral particles will not counteract the weight of the bubble.

"Flotation, like many other innovations, had a modest beginning and a comparatively slow development. While no one knows just where the idea originated, the first patent that bears a resemblance to present-day practises was taken out by William Haynes in 1860.

"An article on flotation would be no article at all unless it mentioned Mrs. Carrie Everson. This woman—in a story broadcast by an ambitious but none-too-accurate newspaper scribe and swallowed whole by a gullible and romance-loving public—was painted as a hard-working Cripple Creek washer-woman who beat scientists to fame and fortune by discovering, while washing a miner's ore-plastered overalls, that the froth made by soapsuds and rubbing would float mineral sulfids, and that valuable recoveries could thus be effected.

"Mrs. Everson was not a washerwoman. She was the wife of Dr. W. K. Everson, and had acquired a considerable knowledge of mining and chemistry. Through her husband's mining investments, Mrs. Everson became interested in mineralogy, and patented the Everson flotation process. Altho nothing of practical benefit resulted from her enterprise, Mrs. Everson did discover that the addition of a small quantity of acid to the pulp or crusht ore increased the selective action of the oil in the case of sulfids, and that agitation further aided the separation of the desirable mineral particles.

"Various other inventors contributed liberally to flotation; but the first long stride toward the practical application of this method of ore dressing was made in 1904, when Francis Ellmore invented the first workable flotation process; altho to Potter, Delprat, and Froment must go the credit for the discovery that oil particles can be raised by air or gas bubbles adhering to mineral sulfids. These pioneers paved the way that led to the recognition of the fact that the key to flotation was neither the oil nor the apparatus, but, instead, the air bubbles."

After the recognition of this principle, the evolution of selective flotation was rapid; and, to-day, this method of ore dressing is declared to be the foremost metallurgical discovery of the age. According to a bulletin on "The Trend of Flotation," by Arthur J. Weinig and Irving A. Palmer of the Colorado School of Mines, "No other method of ore treatment has ever effected such great changes in so short a time. This is indicated by the number and importance of the companies now using the process, the tonnage and variety of ores handled, the grade of concentrates produced, and the high recoveries of the metals contained in the ores." Mr. Martin goes on:

"Utah, the second largest lead producer in the United States, yielded during 1926 in round numbers 300,000,000 pounds of the gray metal. More than half of this came from ores which, if treated by old methods would not have covered treatment costs. In addition, from 90,000,000 to 100,000,000 pounds of zinc would have been burned up in that twelvemonth in recovering that amount of lead.

"The Sullivan Mine near Kimberley, British Columbia, about a decade ago, was purchased for $250,000. During 1925 alone the net earnings were $13,255,406. The Combined Metals Mine at Pioche, Nevada, lay unproductive for years. To-day from 150 to 200 tons daily are being shipped to the flotation plant. Mines that have been the beneficiaries of flotation could be enumerated to the point of boredom. To-day, copper-mines are operating at a profit in the face of low prices for the red metal largely because of the efficacy of flotation. Were it not for flotation, low-grade ores could not be treated successfully, profits would be wiped out or reduced to a pitiable figure, and a great industry would be rendered helpless.

"It is compress air and agitation that form the froth which becomes dotted with mineral and bears off the desired particles.

"The accomplishments of selective flotation are positively uncanny. Even in vast mills like that of the Utah Copper, with a combined capacity of from 45,000 to 50,000 tons daily, a saving of copper ranging from 90 to 95 per cent. is made in the case of ore carrying but 1.1 per cent. copper or twenty-two pounds of the red metal to the ton, as compared with recoveries averaging around 60 per cent. when milling was first started by the company hardly fifteen years ago."

EARTHWORMS NOISY, BUT NOT SINGERS—Earthworms are noisy, but they can not properly be said to sing, declares Dr. W. R. Walton, entomologist in the U. S. Department of Agriculture, according to Science Service's *Daily Science News Bulletin* (Washington). This intriguing topic is elucidated further:

"Qualified persons admit that Dr. Walton knows his worms, for his specialty lies in a nearly allied scientific field, and he is, moreover, a disciple of the famous Izaak of the same surname, and has a critical musical ear in the bargain. 'For "lo these many days,"' he writes, 'it has been my custom to keep active, in numbers as large as one hundred or more adult specimens of the large cosmopolitan earthworm, *Lumbricus terrestris*. They are kept in a five-gallon earthenware crock in a cool corner of the cellar for use in a pursuit which in some States of the Union is considered immoral, or at least illegal, when indulged in on Sunday. In the course of my dealings with these worms I have many times heard the sounds recently referred to as "singing," and, altho personally fond of music, have failed to notice anything in the least musical about these faint clicking sounds or stridulations, recently termed "song." The singing of insects, for instance, could be considered as symphonic poems when compared with these insignificant rustlings.' Dr. Walton's observations seem to stand against a theory advanced earlier, that the worms make the sounds by rasping the minute bristles under their bodies across pebbles at the mouths of their burrows. He says that they produce their sounds when they are kept in moist moss, where there is, of course, nothing to rasp on, and that, moreover, he has heard the noises when the worms were all underground in their imprisoning crock. He reports that it is extremely difficult to make observations on the worms, for they become noisy only at night, and altho they have no eyes they are still extremely sensitive to light, and retreat into their burrows instantly if a light strong enough to see by is turned on them."

WHY FLOOD EXPERTS DISAGREE

SOLUTION OF THE FLOOD PROBLEM is, first, a matter of public policy and, next, a matter of engineering, according to Walter Parker, of New Orleans, vice-president of the National Flood Commission. In a letter to the press he calls attention to the fact that there is now no public policy with regard to interstate drainage, flood control, the use of the water resources of the country for beneficial purposes in place of waste in destructive floods. There is, he says, no constructive and comprehensive plan. The object to be attained is not clear. Consequently each engineer who discusses the subject must set up a problem of his own before he can set forth a solution. Mr. Parker goes on:

"Some of them start with a flood in the main Mississippi river, fully formed and with all of its power developed. To keep that water from overflowing towns and cultivated lands is the problem they see. So they design high, wide levees. Some even go so far as to suggest a core or sheet piling down the center to prevent seepage.

International Newsreel photograph

NOT NIAGARA FALLS; JUST A BREAK IN THE LEVEE

"Others, having in mind the lower reaches of the river, advocate controlled spillways as a means of reducing the flood-pressure on the levees below the breaking point. They say that spillways which will operate only at a predetermined flood level, and cease operating when the river drops below that level, will not cause any silting up of the channel such as is caused by an uncontrolled outlet.

"Still another group seeks the control of flood formation, plus levees, plus spillways.

"Disagreement among engineers and confusion among Congressmen and the public result.

"Engineering is an exact science. There will be agreement among the engineers the moment they are told what objectives they are to seek, and not before.

"Congress should say, in clear and easily understood language:

"'The orderly conduct to the sea of interstate drainage is properly a Federal responsibility. It is the duty of the general government to protect the lowland States from the drainage of the upland States. Improved drainage and development work throughout the upland States have increased the menace of floods throughout the lowland areas.

"'Water passing from a high to a low level can be controlled and used for the creation of power in aid of industry, for irrigation in aid of agriculture, for streamflow regulation in aid of navigation. Such uses constitute an economic asset of value to the nation as a whole. They will also tend to reduce great flood formation. It is a proper function of the Federal Government to plan, aid and encourage such uses of the country's water resources.

"'The users of power should pay for the cost thereof, but where power dams aid navigation and check flood formation, it is proper for the general government to contribute to the cost;

"'The cost of water impounded for irrigation should be paid for by the lands served, but where such impounding serves the public purpose, the general government should bear part of the cost;

"'Cooperation between the Federal Government, the States, the localities and business enterprise in the control and development of the country's water resources is desirable;

"'Coordination of the work of the several bureaus of the Government, having to do with the internal development of the country, would promote effectiveness and efficiency;

"'Therefore Congress has set up a policy and a board, to be composed of the secretaries of the interested departments plus such economic and engineering assistance as is required, and has charged it with the duty of causing a comprehensive survey to be made to show the scope, location and possibilities of the country's water resources; of preparing comprehensive plans covering the related problems of each watershed and has instructed it, when such plans shall have been approved and appropriations made by Congress, to assign to the several bureaus of the Government the work they are best fitted to do, and to proceed then to carry out the plans.'

"No business concern would ever attempt to solve a big problem without first gaining every bit of knowledge to be had, determining definitely what objective it is desired to reach, then planning to solve each and every problem involved; finally mobilizing its engineering and working forces in complete coordination.

"That is what the Federal Government must do before it can hope to solve the problem in an adequate and permanent way."

BRAIN WAVES AGAIN

WAVES OF ONE KIND OR ANOTHER, emanating from the brain, have been discovered more than once; but they do not stay discovered. Such waves would possess great importance as a possible physical basis for telepathy. The most celebrated were probably the "N-rays" reported from a Paris laboratory a quarter of a century ago. Tho sponsored by some eminent men of science, repeated investigation failed to reproduce them elsewhere, and they are now generally consigned to the realm of the imagination. The latest work in this direction is that of Dr. Ferdinando Cazzamalli of the University of Milan, Italy, who two years ago reported the discovery of electric waves, like radio waves, emanating from the living human brain. He has now published a preliminary report of further experiments tending to establish this remarkable conclusion. Says Dr. E. E. Free in his *Week's Science* (New York):

"Dr. Cazzamalli's method is to place a human subject and a sensitive radio receiving-set inside a metallic cage, this cage being necessary in order to shield the apparatus from stray radio waves or other disturbances originating at near-by radio stations or elsewhere. The human subject used is ordinarily a 'psychic' one; that is a person subject to trances like those of mediums or to mental disturbances like hysteria. During such psychic happenings curious signals, not otherwise explainable, are detected in the radio receiver. One instance, now reported, is a signal perceived when a trance medium inside the cage experienced what the experts in psychic research call 'crypthesthesia,' which is the perception otherwise than through normal touch or sight of the nature of an article concealed by wrappings. Another instance was a radio signal perceived when a hypnotized subject was made to recall mental images of dead relatives. Dr. Cazzamalli believes that his experiments prove the emission from the brain of electric impulses of some kind. These must be taken into account, he maintains, in theories of mental action. Altho experts elsewhere in the world were fully respectful of Dr. Cazzamalli's previous experiments, many of them dissented from his conclusions. In the present communication the Italian savant answers some of these previous criticisms, making what must be admitted to be a good case for the correctness of his view-point."

A TWO-CYLINDER BRAIN?

AFTER WORKING TEN HOURS and tiring one side of his brain, Jack Borlase, of Salt Lake City, can work another ten hours with the other side. This he asserts in a pamphlet entitled "The Ultimate Philosophy" (Salt Lake City), which philosophy he explains "will concern itself wholly with the question of a 100-per-cent. utilization of the potential power of the brain." Mr. Borlase is an expert in the production of "mirror-writing," and an article on the subject quoted recently in these columns caused him to communicate with us. The assertion that habitual mirror-writing is symptomatic of disease, he does not attempt to controvert; but he intimates that he himself must be very badly off indeed, since he not only voluntarily writes mirror-wise half the time, but does half his reading and mathematical calculation in this way, thus, as he asserts, working the two hemispheres of his brain alternately, and resting one while the other toils. After telling of his early experiments in mirror-writing and -reading, he relates:

"My first prolonged experiment of the kind mentioned was performed shortly before midnight, at a time when yawns become popular and the springs and the mattress and the covers begin to call. But after an hour's left-handed exertion, night seemed literally to turn into day; and the desire, the need for sleep, was out of the question. 'So, Mr. Brain,' I said, 'you have been fooling the world for ages; you have been rocking it to sleep when work, diligent work, might have been speeding it more swiftly toward its dreamed-of Utopia.'"

Training himself to work alternately with both brain hemispheres, thinking first right- and then left-handedly, was no easy job, Mr. Borlase admits. He details his experiences at length. But finally he has achieved what he calls a "balanced brain." He says:

"During the first few weeks of the experiment, I arranged my program so that the work at the office could be done in the orthodox way, that is, with the right hand and the left cerebral hemisphere working in conjunction. I would remain right-handed each day until about half-past four in the afternoon. The next half-hour I would use in shifting and in performing a few left-handed exercises, in getting in trim, as it were. At five o'clock I was ready for another day's work; and five o'clock was quitting time.

"The new days averaged about ten hours in length. That is, I retired at about three o'clock in the morning, having used the entire ten hours in a left-handed mental condition. No left-handed books were in existence, so I used a mirror and a table lamp, and read in perfect left-handed bliss. Sleepiness did not overtake me until three or four o'clock in the morning. Then I would retire without shifting back to right-handedness. At half-past six, I would get up, but, presto, the right hand and the left cerebral hemisphere solved the sleepy problem; for the latter had had ten hours of sleep and was completely rested."

To use space in an attempt to prove his "whole-brain" theory would be to "carry coals to Newcastle," Mr. Borlase says; so does not try to prove it. He goes on:

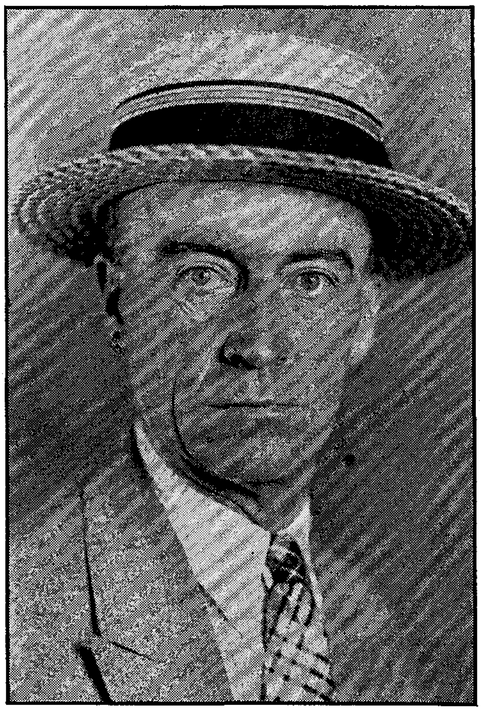
"I do not mean to infer that the theory needs no proof, but that the proof or disproof of it lies in the experiment itself, just as the coals lie in the earth at Newcastle. To me, it is a true theory, and feasible, for the reasons which I have outlined. And any one who thinks it is false, not feasible, need only to perform the experiment to determine for himself whether or not his conclusion is a legitimate one. A few minutes of 'mirror' reading will suffice to prove to any one that something out of the ordinary happens to the brain when the from-right-to-left reading takes place. It may take a few hours for the novice to persuade his left hand to manipulate the pencil left-handedly; that is, from right to left and so that the letters, words or figures written will look 'normal' when viewed in a mirror.

"If the theory is true, the putting of it into practise would, I think, be acceptable to the world at large, to civilization; for it is unlikely that any one would object to having six hours in every twenty-four added to his wakeful period, if the resultant loss of sleep did not make him feel physically unfit."

The psychologists, however, do not seem to agree with Mr.

Borlase's engaging theory. Proofs of the article were sent to several professors of psychology, with a request for their comment. Prof. E. L. Thorndike, of the Teachers College, Columbia University, writes:

> "It is extremely improbable that learning to use the two hands and to read by way of a mirror should have the beneficial effects attributed to them by Mr. Borlase. The notion that a person ordinarily uses only one hemisphere of his cerebrum is, of course, nonsense. So also is the notion that, by writing with the left hand and reading mirror-wise, any large fraction of activity is transferred from one hemisphere of the brain to the other."



Courtesy of the Salt Lake *Tribune*

WORKING TWENTY HOURS A DAY

Is the pastime of Mr. Jack Borlase, of Salt Lake, who says he works ten hours with one side of his brain and then ten more with the other. But the psychologists view his claim coldly.

Prof. Robert Sessions Woodworth, of Columbia, admits that Mr. Borlase's theory and experiments are "certainly interesting." But—

> "I don't believe he can so easily insure a transference of activity from the left to the right hemisphere. For example, I see no sufficient reason to believe that reading mirror-writing, or reading a book reversed by aid of a mirror, really shifts the activity from one hemisphere to the other. There is nothing in the shape of the letters that favors one hemisphere over the other. Those peoples that use a form of writing running from right to left are not left-handed peoples.
>
> "There are two reasons for reserving judgment on the results of the experiment. First, the experiment has only been tried on its originator, and needs to be repeated on others, who would not have the strong personal interest that one always feels in the success of his own ideas. Second, Mr. Borlase appears to have been originally left-handed, so that the change to left-handed work may be more of a relief to him than to a right-handed person. As to cutting down the hours of sleep, many have done that without this shift to the left hand."

Associate Prof. Albert T. Poffenberger of Columbia is politely disbelieving. His comment is:

> "Naturally rather skeptical of this experiment—it is not an experiment in a scientific sense, as it lacks necessary controls. Brain structure and function would hardly support the idea. As far as reading mirror-writing is concerned, that is merely a matter of the interpretation of symbols, and there is no more reason why mirror-reading should involve opposite side of brain any more than reading German or Chinese.
>
> "The mirror-writing is not so clear, altho that, too, is supposed to be done by way of the left hemisphere in right-handed persons.
>
> "I have been able to do mirror-writing for many years—originally left-handed and now nearly ambidextrous. I should say that as far as I have done it, it would give no particular rest. However, I have made no experiments.
>
> "Of course, almost anything is possible to-day, and I would not deny the conclusions given unless the whole matter were carefully checked. Still, taking everything into account, I consider it quite improbable."

Turning to Princeton, we get this from Prof. Howard Crosby Warren:

> "It seems to me that the author is using a very valuable principle of nerve physiology, but that he has perhaps carried it much further than is justified. It is well known that the brain is rested by varying one's occupation, using first one part of the body and then another. On the other hand, all the brain, or a large part of it, is active to a certain extent in our mental processes.
>
> "I do not believe the right hemisphere of the brain is completely quiescent in any of our right-handed and right-sided actions. To that extent it would seem that Mr. Borlase is carrying his theory too far."

Assistant Prof. Henry Clay McComas of Princeton University, remarks positively:

> "There is no way to make one hemisphere of the brain function alone.
>
> "There is a popular belief that all of the nerves running between the brain and the various parts of the body cross in the medulla oblongata so that centers controlling the right hand and receiving sensations from the right hand must all be in the left hemisphere. This is not true—only 85 per cent. of the nerves cross in the medulla. Then, too, each eye sends half of its optic nerve fibers to one side of the brain and half to the other side. You might read in any direction you pleased, but you would have to use both hemispheres.
>
> "There is no way for the blood supply to nourish one side of the brain differently from the other, no matter how you worked your cerebrum.
>
> "The only evidence that Mr. Borlase uses one side of his brain appears in his theory. No man using two hemispheres could hold such a theory."

From Yale we have a similar statement by Prof. Roswell Parker Angier, who replies:

> "There is no support in physiology, psychology, or psychopathology for the theory that the right and left halves of the brain work dissociatedly. The brain works in thought as a whole.
>
> "Relief and postponement of fatigue by changing methods of work are well known, but the whole brain is still active; the relief effects are rather due to bringing slightly variant sense organ or motor processes into play."

Grave doubt is also voiced by Asst. Prof. Llewellyn Truman Spencer, of Yale, who observes:

> "Little evidence exists that mental fatigue is a cerebral phenomenon. Further, reading involves eye movements, fixation, etc., which fatigue the same muscles whether the direction of movement is right-left or the reverse. As a new means of stimulating nocturnal mental activity, Mr. Borlase's scheme probably interests him sufficiently to ward off sleepiness. In so far as his alternation of control makes use of alternating muscle groups, his system is perhaps helpful. I should imagine the types of work for which this is possible are limited."

Finally, we have this short and sharp comment by Prof. Raymond Dodge, of Yale:

> "I regard the article as unsound scientifically, and dangerous in its suggestions."

SINEWS OF SILK—An interesting development in surgery is the use of silk as a substitute for certain tissues of the body. A writer in *Reclams Universum* (Leipzig) states that with certain precautions sinews of silk may be transplanted into the body. In this manner natural sinews which are too short can be lengthened. Then, too:

> "A further application is in the form of silken ligaments employed as a substitute for ligaments which have been torn or injured by disease or accident, as in the case of lateral ligaments in the knee, elbow, etc. Likewise, it is possible to create with silk new artificial sustaining ligaments."

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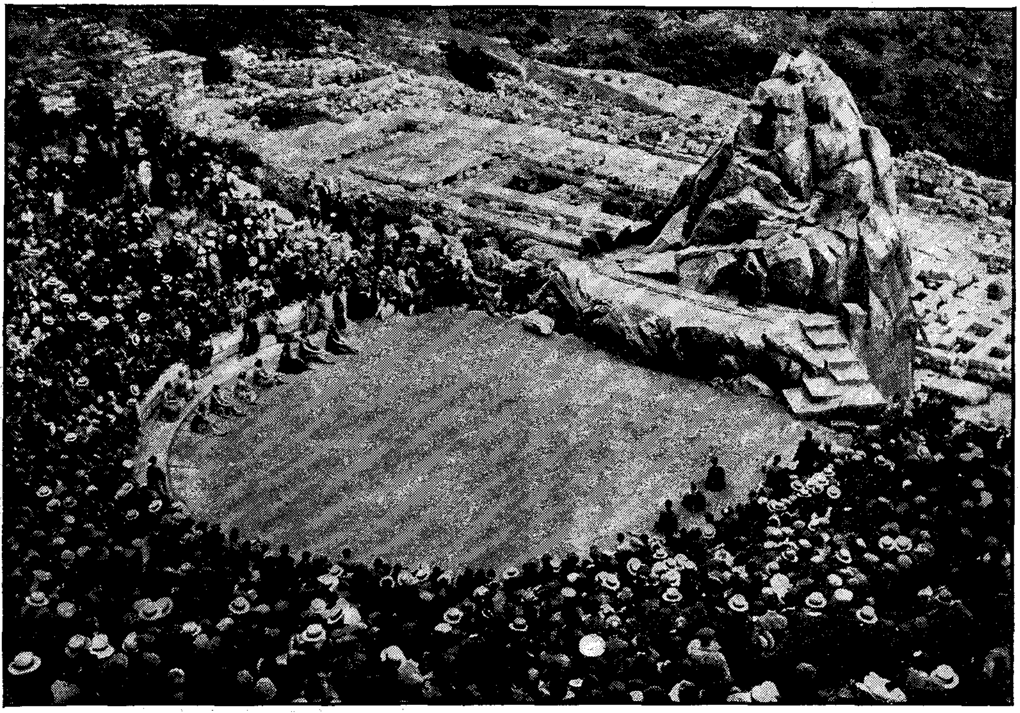
LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE GREEK WORLD COMES TO LIFE

THE MOVING-PICTURE PLAYS shut us up in the dark. We stumble into our places at any time in the course of the show and stumble out when we have had enough. What is lost by these assaults on the attention? One hears it said that the drama will find its salvation in returning to its ancient stronghold, namely, in the open. A return to the Greeks would mean a new technique, as modern theatrical programs would hardly lend themselves to the vast proscenium of ancient theaters flooded with sunlight. The Greek drama itself, especially in its ancient homes, is reasserting its claim upon modern intelligence. On May 10 a performance was given of Æschylus's "Prometheus Bound," in the theater at Delphi in Greece, where the sonorous strains of the old tragedies had not been heard for two thousand years. It should interest Americans to know that this festival was largely due to the efforts of an American woman, the wife of a Greek poet, Angelos Sikelianos. Elsewhere in the classic world, where Greek or Roman theaters remain, even tho in partial ruins, companies have revived the ancient tragedies and comedies. Syracuse, in Sicily, is favored with frequent revivals, Pompeii, Ostia, and Orange, in southern France, are other centers of classical revival. In this country we depend almost entirely on Miss Margaret Anglin, who has given in California and in St. Louis such revivals as the open-air theaters there afford opportunity. Her two performances recently at the Metropolitan Opera House, tho a compromise necessitated by climate and the absence of an open-air theater, yet drew capacity houses, which were held under the spell of Sophocles's "Electra." It is said that two thousand visitors, including many foreigners, made the difficult journey to Delphi to relive the emotions of the crowds that assembled there five hundred years before the Christian era. The scene is thus reported in the London *Times:*



From *L'Illustration* (Paris)

TWENTY-FIVE CENTURIES AFTER ÆSCHYLUS

"Prometheus Bound," performed on May 10 at Delphi. The scene presents the dialog of *Prometheus* and *Oceanus* in the presence of the *Oceanides* seated at the right and left of the orchestra. Back of the stage are seen the ruins of the foundation of the Temple of Apollo.

> "The play was acted in modern Greek blank verse, and the dance rhythms of the Chorus of the Ocean Nymphs were accompanied by the music specially composed by Mr. Constantine Psachos, which was peculiarly effective. No pains had been spared on the costumes, which were exceptionally beautiful. The natural amphitheater overlooking the fine Delphic gorge had remarkably good acoustics. Art and nature combined to produce perfection, and the light effects as the sun set behind Parnassus were glorious, while eagles soared over the theater.
>
> "The musical setting enchanted the hearers. It was scored for harps, woodwind, and brass, and was very different from modern Greek music, in which minors predominate. The Prometheus music had a free harmonic spirit in keeping with the majestic beauty of the surroundings.
>
> "M. and Madame Sikelianos were accorded a tremendous ovation at the end of the play, and the lining of the route from the theater back to the village by torchbearers terminated an artistic festival unprecedented in modern Greece.
>
> "Archeologists agree that the production in all its details was archeologically in keeping. Altho the present performance was probably a financial loss, hopes are generally express that it will be possible to repeat this Delphic Festival annually."

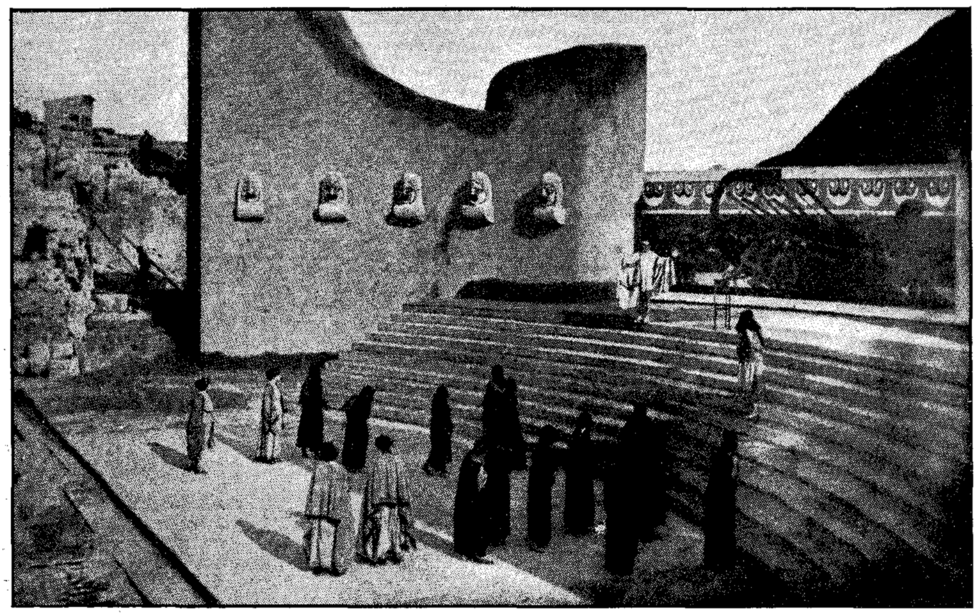
The Institute of the Antique Drama in Italy, under the direction of Ettore Romagnoli, established before the late war, has had a long and honorable record. Their performances this year in the historic Sicilian town of Syracuse are more fully reported by Silvio D'Amico in *L'Illustrazione Italiana* (Milan), where we read:

> "If it be true, as it most certainly is, that nine times out of ten the ancient tragedies and comedies, even if staged with the most loving care, assume an inevitably academic, rhetorical and scholastic character, the Institute of Syracuse knows that it has at its disposal the most extraordinary means to eliminate from its spectacles the air of cold erudition, and to bring us back to the spirit of Ancient Hellas, which, it is said, has survived here to a greater extent than anywhere else in the world.
>
> "Here one arrives as on a pilgrimage. Here one can circle for twenty-four, forty-eight, or more hours among the most celebrated ruins of classical times. Here one can enjoy again the same sky, the same sea, and the same countryside as of yore. Here are to be found again among the customs of the people almost the identical rites and beliefs of thousands of years ago. Here finally one can find the same theater, substantially intact,

in which Æschylus staged his plays. The location could not be more ideal.

"It is true: we are Christians. Will there be even this time the solitary gentleman who will accuse us of lack of understanding, who will call us deniers of pagan poetry? We wish (if it be possible to make ourselves understood) to bring up a practical rather than an esthetic question: to state, namely, that if the theater is to appeal to its audience, as it has always done, it must speak in a language intelligible to this audience. This is not the easiest thing in the world, seeing that Jesus has passed between it and the drama which it represents.

"Here in late years were staged the 'Choëphori,' whose protagonist had the religious duty, as every one knows, of killing his own mother. Here was staged 'Œdipus Rex,' the tragedy of the man who punished himself for sins he had unknowingly committed. Here were staged the 'Bacchantes,' the story of an atrocious punishment meted out by a deity upon the hero, who had wittingly offended him. Here 'Medea' has now been staged—or, the drama of the woman who slays her own children to avenge herself upon her unfaithful husband—all subjects which would prove incompatible to the reason or sentiment of an audience which, for good or evil, is Christian—an audience who knows that without the intent there is no sin, and who looks upon the relations between the mother and her children with the eyes of one who, for two thousand years, has seen the Mother and the Child on the altar (and we do not mention the chefs d'œuvres of that frantic humor of Aristophanes, compared to which the most spirited talk of the humorous writers of our Renaissance becomes as the speech of boarding-school girls). Willy-nilly, mankind of to-day admits it is different. Only a minority among us, thanks to a cultural effort, can remake for itself—in some manner and for a short time—a Greek soul, rediscovering the notes of its secret, essential identity with pre-Christian humanity.



From *L'Illustrazione Italiana* (Milan)

BY THE SHORES OF THE IONIAN SEA

In the ancient theater of Syracuse, in Sicily, Euripides's "Medea" presents the story of the woman who kills her children to avenge herself upon an unfaithful husband—a situation incompatible with Christian ethics. The scene presents *Medea*, *Giascone*, and the *chorus*.

"Let us add, the impossibility in actual life of bringing us back violently to the 'marionettish' taste, shall we say, of the first Greek theater, to the slow vision of the gigantic puppets in which it seems that the Greeks infused their colossal interpretations—to the acceptance of their immobile masks—their megaphones, their songs, to the intelligibility of the choruses, and of their allusions and comments. More even than translating the words of Euripides and Aristophanes from one language into another, the 'translation' of their work is accomplished here in confiding it to modern scenic artists, actors, and musicians—that is to say, to interpreters who by their modern means place it in communication with the sensibilities of a gathering of our times."

On the first evening in Syracuse Euripides's "Medea" and the "Cyclops" were given. On the second the "Clouds" of Aristophanes, and the "Satyrs of the Hunt." We read on:

"Let us say right away that, contrary to the old theory according to which the comic dialog ends much earlier than the tragic, this time the comic and grotesque elements have prevailed over the tragic and lyric one. The 'Medea,' which is, par excellence, a lyric tragedy, entrusted to a protagonist, compared with which the other personages seem almost always to have but a modest rôle (to set her off, as it were), has been represented with resplendent art by our very illustrious Maria Laetitia Celli. But the atrocity of her subject appears inhuman to our modern eye. Therefore we had the sensation that the audience in listening to her, took especial pleasure in the spectacle in the etymological sense of the word. The reason for this lay in the fantastic scenario of Cambellotti, the happy groupings of the actors and of the ballet, and among these, especially, the magic dances executed by the pupils of the school of Hellerau-Laxenburg.

"The audience laughed, and that not infrequently. The audience laughed often, if not constantly, at the 'Clouds' too. In the latter, Tumiati was a *Lesina*—it would be difficult to conceive of him as a more ill-humored blockhead. He gave us as much pleasure as can be felt to-day in listening to a masked actor recite. The truth is that his mask, as well as that of the clever Bermini, who was *Socrates*, and that of Pianforini, *Just Speech;* and that of Gemmo, *Unjust Speech;* and that of Giacchetti, *Cherefont*, were little chefs d'œuvre of Cambellotti.

"The latter ingeniously solved scenic problem which did not always admit of easy solutions. For a change, he staged in the background the ironical sight of an Athens in stucco, behind the two adjoining houses prescribed by usage in the old comedies. To sum up, he was among the most valuable collaborators in getting us at least to have—as at times we did have—the feeling of what the Aristophanic comedy should be. This is said, naturally, with a grain of salt: an expurgated Aristophanes (not entirely so, but one must needs expurgate the most immodest parts), an Aristophanes heard by an audience which is no longer an Athenian audience of the fifth century before Christ, but one composed of Americans and Europeans of 1927, is inevitably but a shadow of Aristophanes. However, at least this shadow in some parts was felt by us.

"The conclusion of all this 'going and coming' on our part is, perhaps, that spectacles of this kind, altho assembled, presented and directed by the best director for this purpose in Italy, will be judged by not absolute but relative criteria. It is understood that for us the best 'translation' of Aristophanes would be that of a poet who would do for our times what Aristophanes did for his own. By that, let us understand each other, we do not mean that we are referring to the Lysistrata made over by Donnay. We are speaking of the spirit and technique and even of those 'reviews' which, it is understood, from many signs, could become less ignoble than they are to-day, the spectacle pleasing 'par excellence' to the general public."

THE COVER—*The picture on the cover might be taken as a* specimen of the Netherlandish school, but the painter happens to be an American, Richard C. Woodville, who was born in Baltimore in 1825. His studies were undertaken at Düsseldorf, hence the influence observable in his work. From there he sent pictures to the American Art Union. He visited Europe twice, and died in London while on his second trip, in 1855. Tho his life was brief he bequeathed his talent to his son, Richard Caton Woodville, whose work as an illustrator and painter is widely known.

TO MAKE STUDENTS PAY MORE

TO MAKE IT EASY to pay for a college education has been the ideal of our institutions, but the saturation point of benevolence seems to have been reached. On one side and another we are adjured to make education cost more. In our issue of June 11 it was pointed out that teachers, through being forced to accept small salaries, were the largest contributors to the support of education. The remedy was to increase the student fees. The same recommendation, based on another argument, is advanced by Mr. John D. Rockefeller, Jr. He would ease up the burden of the endowment system by making students pay more for what they get, while limiting gratuities to students intending to enter the ministry, the teaching field and similar ill-paid professions. His remarks at the Brown University Commencement luncheon are reported in part by the New York *Sun*. "The college education of yesteryear was practically free," he says, "because of an assumption that students benefiting therefrom would enter a profession in which the returns to them would be small but the gain to the public large." To-day, so he thinks, students attend college "for a good time, for social considerations or to fit themselves to earn money."

"The idea of service to the community is no longer the chief consideration. Therefore it seems proper that the student might be expected to pay for the benefits he receives."

Quoting from figures of the Bureau of Education of the Department of the Interior he estimated the receipts of privately supported colleges and universities in this country at $140,000,000. This sum, based on figures compiled in 1923-24, goes for current expenses. One-half of this amount comes from student fees; the other half from endowments, gifts, and other sources. Continuing:

"Thus it is evident that the student pays only half of the actual cost to the college of his education. The colleges and universities of to-day are confronted with the necessity of securing either scores of additional millions for endowment or increased current income. That these vast sums can be secured from private sources in addition to all that has been given during the last ten years is barely probable."

Mr. Rockefeller then suggested increased tuition fees with certain modifications. He contends that the great majority of persons sending their sons to college could afford to pay more. For those students who could not afford to pay more he suggests scholarships, student aid, and student loan funds on a large scale.

For most students other than those who enter the ministry or teaching he would have a loan either with or without interest, with the first payment date possibly ten years after graduation. In conclusion:

"If the principle here enunciated were accepted as sound in its application to undergraduate education to which this discussion is limited, its complete realization could wisely be attained only little by little, tuition fees being raised perhaps $50 a year or only so rapidly as was found to be desirable. Already and without definitely adopting this principle, various colleges by increasing tuition fees have taken the first step in this program. Thus far no change in the number or character of the student body has been observed, and if adequate funds for scholarships and loans are provided, it would appear that no serious change need be expected. It is true that such a course on the part of privately supported institutions might tend to increase the attendance at State universities, in which event the State universities would undoubtedly find it necessary and advantageous to increase their own fees."

The New York *World* comments:

"The problem which Mr. Rockefeller has in mind is a real one; one which people in general have not yet faced; one which must be faced by every institution of the higher learning which aims to keep abreast of educational needs. With applicants for college education increasing four times as fast as endowments, even the unparalleled generosity of college founders and donors can not begin to keep pace with the demand for those facilities which spell progress for the nation as well as for the individuals affected. Neither by taxation nor by endowments is there any prospect that our colleges generally will be able to raise professors' salaries to a living level; and this must be done if the quality of teaching is not to deteriorate."

HOW QUOTEST THOU?

THE COMPILER'S LOT is not a happy one in spite of the joy and enthusiasm lavished on the work. The plaint was made by Dr. Samuel Johnson, expanded with humor and pathos, in the preface to his Dictionary. It is reechoed by Miss Kate Louise Roberts, who has devoted years to the compilation of a revised and greatly enlarged edition of "Hoyt's New Cyclopedia of Practical Quotations." Twenty-one thousand of the most usable quotations from the literatures of all languages is no small grist to be gathered, with every kernel without flaw. To chase down to their ultimate sources some of the current coin of our speech is a difficult game of hide-and-seek; and when the printing-press has finally registered one's conclusions, there is often some new discovery to imply an error. Miss Roberts in an interview for the press mentions this and other pitfalls for the compiler:

"When the printing-machine at last has the book in its ruthless clutches, there is a curious fatality about the event so long anticipated. Facts hitherto unknown now intrude themselves from all sides. After laborious but vain efforts to trail an elusive quotation to a definite lair, it pops up from unexpected places and wags itself triumphantly before one's weary eyes, now that it is too late. Personally conducted S.O.S. calls to experts and to the editors of Notes and Queries columns have brought no results when sadly needed, but now an innocent bystander brings up the same old query, and a learned critic expounds text and authorities with a confidence which brings groans to the baffled compiler."

A more recent case in point is recalled by Miss Roberts in connection with a celebrated toast and an equally noted reply to it. For many years the press of the country (and a well-known anthology) had been publishing the so-called "Boston Toast" as the utterance of the Rev. Samuel Bushnell, and it was so credited in the first edition of "Hoyt's New Cyclopedia of Practical Quotations." Then, lo and behold! when her book began circulating in 1923, the compiler received a letter from the real author of the toast—Dr. John C. Bossidy, of Boston and Lee, Massachusetts—telling the true story of its origin.

"It appears that at the twenty-fifth anniversary dinner of the Harvard class of 1880 a Westerner proposed a toast inspired by the fact that Charles Francis Adams had supported Mr. Douglas, the shoe manufacturer, for Governor:

Here's to old Massachusetts,
  The home of the sacred cod,
Where the Adamses vote for Douglas
  And the Cabots walk with God.

"After a friend had called Dr. Bossidy's attention to these lines, we are told, he scribbled off the following to be used at an annual mid-winter dinner of the alumni of Holy Cross College:

And this is good old Boston,
  The home of the bean and the cod,
Where the Lowells talk to the Cabots,
  And the Cabots talk only to God.

"The next step in this now-it-can-be-told story introduces the woman of the plot. The foregoing lines had been quoted to her, and she repeated them to the Rev. Samuel Bushnell. He, much amused, sent them as reported by his feminine friend to Dean F. S. Jones of Yale, who, thinking Bushnell was the author, replied as follows:

Here's to the town of New Haven,
The home of the Truth and the Light,
  Where God talks to Jones
  In the very same tones
That he uses with Hadley and Dwight.

"These quatrains were paraphrased all over the country."

"THESE CRITICS"

"PECULIAR CHAPS—THESE CRITICS!" It is a refrain repeated by "an actor" who unburdens his mind about critics in *The Curtain*, a London theatrical paper. He calls a long roll of faults that critics are afflicted with, the upshot of most of them being that critics do not see eye to eye with the actor. Some critics can not distinguish between a "producer" and an "acting manager," and visit the shortcomings of one upon the other. Then, too, "actors as critics set themselves a very high standard" and it is "therefore surprizing to learn how seldom their opinions are endorsed by those who write for the press." Actors whom other actors acclaim among themselves go unrecognized by the critical fraternity. "Their inability to discern genuine talent in the younger generation of actors and actresses is only equaled by their belated discoveries of well-known artistes." To cap the climax of the actor's complaints, we find this:

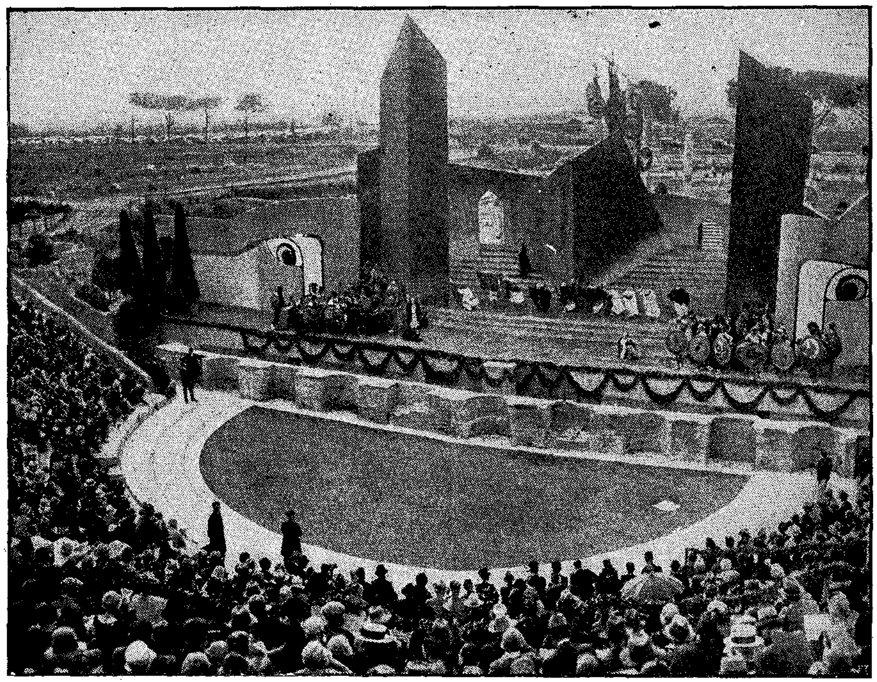
> "One of the biggest successes ever known in America is 'Abie's Irish Rose.'
>
> "It has been played over 2,000 times at the Republic, New York, and is still running. Half a dozen companies are playing it 'on the road.'
>
> "Yet when this amazing world's record-breaking comedy was produced, it failed to obtain a solitary favorable criticism.
>
> "Peculiar chaps—these critics!"

As the above writer deals with the English stage, we have not cited the names he mentions which are unfamiliar to us. Another English actor, Mr. Ernest Thesiger, has written a book called "Practically True," in which he also takes the critical fraternity to task. A passage of his that draws fire from the other side is this:

> "How difficult it is, to learn from the critics when no standard of dramatic criticism is possible. The painter is judged by his painting alone, the novelist by his book, the musician by his music, but the actor inflicts his own personality upon the audience and critics alike, so that it becomes impossible for them to say whether the performance is a bad one, or the personality of the actor antipathetic. There are certain critics who always praise certain performers, and others who invariably blame them. This can only mean that they are incapable of judging the work of the actor without being influenced by the reactions caused by his personality. One critic was honest enough to write once, 'I never like Mr. Thesiger's work,' meaning, of course, that he couldn't bear the sight of me. This is quite understandable, but criticism should be a more impartial affair than that, and the critic above personal prejudices."

This is fat in the fire for Mr. St. John Ervine who criticizes drama for the London *Observer*. He asks:

> "What does Mr. Thesiger mean by a standard of dramatic criticism? Is the Critics' Circle to turn itself into an academy wherein apprentice critics will be taught what Aristotle said about the drama so that they may say it too? Standards are things which are taught in schools and are applicable *mainly* to general affairs; they last in value for as long as they work, after which they become dangerous. Criticism, however, is a matter of personal taste, and has little to do with general standards. All of us are critics, because all of us select and choose, but most of us are inarticulate critics; we can not tell why we choose this in preference to that, nor are we able to discuss our choice in such terms that we can make other people eager to see what we have chosen. A critic, in brief, is a man who knows why he likes what he likes. There are as many opinions of a play or a piece of acting as there are people in the theater, and to ask for a common standard in such circumstances is to beat the air.
>
> "How, then, Mr. Thesiger demands, is an actor to learn from critics when they are rarely or never unanimous? If he waits for unanimity in this respect, he will wait unavailingly for the rest of his life. But if he really wishes to learn from the critics, then he must do what all of us have to do in every emergency of life, select from a variety of opinions those that seem to be sensible, or adhere to one's own opinion if that seems to be the soundest. I do not consider that it is the business of the critic to teach the actor anything, neither is it his business to be what is called constructive. His business is to express his opinion and only his opinion. When I criticize a player or a performance, I write what I think about it and not what is thought of it by other people. As a critic I do not care what any other person's opinion of it is. His or her taste may be better or finer than mine, but that is of no importance to me; I can only like the things I am capable of liking, and no amount of argument, however brilliant it may be, can give me a taste for something for which I have a distaste."



From *L'Illustrazione Italiana*

ITALY ALSO TURNS TO GREEK DRAMA

Æschylus's "Seven Against Thebes" given in the theater at Ostia, the ancient port of Rome.

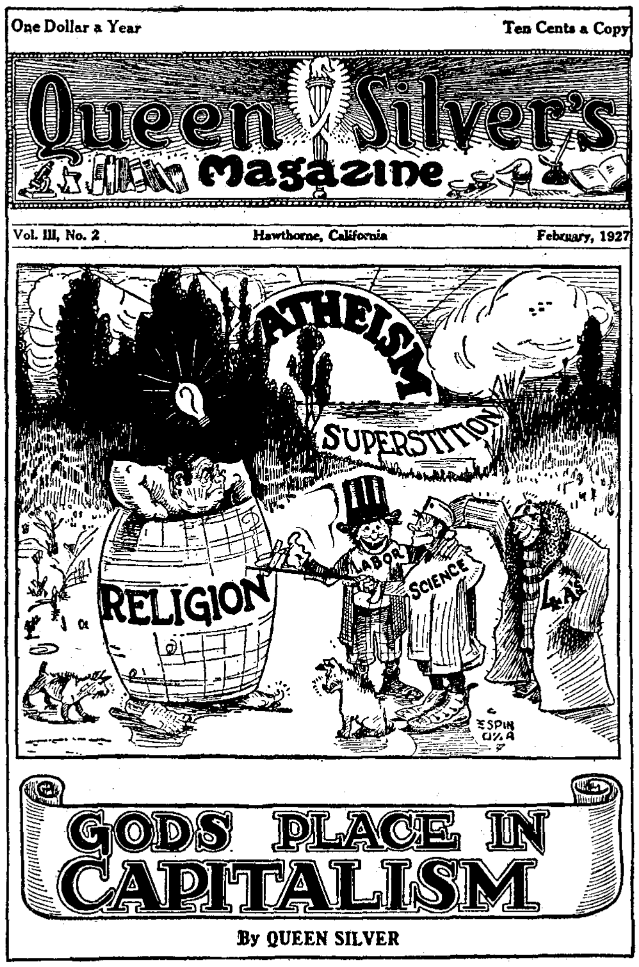
This talk of critical standards proceeds from a belief that it is possible to measure a work of art by fixt laws. If that were so, retorts Mr. Ervine, there would be no need for critics at all, since any one acquainted with the regulations would be able to apply them to a play, or a picture, or a performance. There is even "more wormwood":

> "If the law is that all pictures shall be of one size and painted in specified colors, then clearly a man is critically sound when he holds that a picture of unlawful size and unlawful colors is not a picture at all. If the regulations insist that a play shall be in four neatly made acts, and that action, not dialog, shall be of the first and only importance, then clearly the critic is right who denies that Mr. Shaw is a dramatist. Have we not heard learned men say so, proving their point with a wealth of quotations from eminent authorities? Yet Mr. Shaw exists and his plays are performed. Bernhardt, Duse, Irving—all the great actors and actresses—began by breaking the law; they ended by making law. Each of us does what he can in the way that he can. I have never read a book on critical principles in my life, nor would I waste my time on such stuff. I compare what I see on the stage with what I know of life, and judge it accordingly. If it treats of a life with which I am unacquainted, I draw on my imaginative experience, and, if that is satisfied, so am I. If the entertainment makes no pretense to interpret life, then I judge it solely by its power to amuse me.
>
> "But let him make no mistake about critics. Those of us who know our job—and most of us do—know perfectly well 'whether the performance is a bad one or the personality of the actor is antipathetic.'"

RELIGION-AND-SOCIAL-SERVICE

THE SPREAD OF ATHEISM IN THE SCHOOLS

ATHEISM IS SPREADING with astonishing rapidity in the schools, colleges, and universities of the country, and is even extending into juvenile ranks, according to Homer Croy, a writer and novelist of long experience, who has been investigating the situation for *The World's Work.* In eighteen months, he writes, the American Association for the Advancement of Atheism, whose object is to undermine the churches and to drive God out of the schools, has succeeded in establishing chapters in twenty colleges and preparatory schools, edged its way into three high schools, founded a junior atheistic movement, begun teaching atheism on one ship of the United States Navy, and affiliated with itself a number of members of faculties. "The beauty of it," said Freeman Hopwood, Secretary of the atheist organization, in an interview with Mr. Croy, "is that we have so many atheists in the college faculties in America. . . . They can't say much about it, as they would be thrown out . . . but they encourage the students all they can." To which another writer bears witness, as will be shown later on in this article.



One Dollar a Year
Ten Cents a Copy
Queen Silver's Magazine
Vol. III, No. 2
Hawthorne, California
February, 1927
GODS PLACE IN CAPITALISM
By QUEEN SILVER

From *The World's Work*

ATHEISM FOR JUNIORS

Queen Silver's Magazine, published by Queen Silver, seventeen, who believes a true religionist is "a man or woman who suffers from a compound fracture of the reasoning ability."

Mr. Croy presents an unembellished statement of facts as he has found them and as they are described to him by adult and adolescent leaders of the movement which speaks of a "bewhiskered Jewish Jehovah," laughs at the Virgin Birth, and warns children not to let the Bible make fools of them and to beware of its "dirty stories." And, according to President Charles Smith, the Association is just getting a start. The scientists, he says, are a "splendid help." A questionnaire recently sent out, he reports, shows 75 per cent. of the scientists to be agnostics and atheists, and they "are constantly digging up new proofs pointing to the fact that there is no soul, no continuation after life, but no proof of a God." Even with this much accomplished in eighteen months, Mr. Smith believes that the atheistic society should have done better with the "easy field" before it. The 4 A's, as the society is termed, has made a nine-point program:

"1. All churches shall be taxed.

"2. Chaplains in Congress, legislatures, and in the Army and Navy shall be done away with.

"3. Appropriations of public money for sectarian use shall be stopt.

"4. The bootlegging [their phrase] of the Bible and religion into the public schools of America shall cease.

"5. No religious festival or fast shall be recognized by the State.

"6. The Bible shall no longer be used to administer an oath.

"7. Sunday as a religious Sabbath shall no longer be enforced by law.

"8. 'Christian' morality shall be done away with. In its place shall be natural morality, equal rights, and impartial liberty.

"9. 'In God We Trust' shall be taken off coins."

The Association's plans for the future, we read, are to launch a drive in the South, "where," as Mr. Hopwood said to his interviewer, "they still swallow the Church whole," especially to attack two States—Tennessee and Mississippi—where the teaching of evolution in the public schools is forbidden by law; to build up the Junior Atheist Organizations; to establish, in the principal cities, weekly forums similar to the Ingersoll Forum, which meets each Sunday in New York; "to combat the Roman Catholic Church's views on evolution; to spread information about preachers who are blamed for crimes."

The first college atheist body to be organized in the United States through the influence of the 4 A's, we read, was at the University of Rochester, Rochester, New York. The students there chose as their name "The Damned Souls," a name which has been copied in other colleges. Picturesque names are popular, and we find chapters named "The Society of the Godless," in New York, which is part of the national organization known as the Junior Atheist League; "God's Black Sheep," in a Philadelphia high school; "The Devil's Angels," Los Angeles; "The Circle of the Godless," University of Wisconsin; "The Legion of the Damned," whose head is called "His Satanic Majesty," the University of North Dakota. The beliefs which the high school and college students are encouraged to consider by the inspirers of the movement, we read, may be summarized as follows: "There is no God. The idea of the Virgin Birth is laughable. There is no heaven and no hell. Religion is worship of the supernatural and should be abolished. The Church is a dangerous institution."

"Colleges are a fruitful field for us," said Mr. Hopwood to the writer. "You see, it's where they begin to think and that's where we get them. Of course, we have more students in the colleges than we can claim for the reason that they don't dare to express themselves." The college publications he said, are becoming more radical and outspoken, and he offered, as an example, a copy of *The Vagabond*, a magazine published by the students at the University of Indiana in which appears a feature article by Herbert W. Burkle, managing editor, entitled "Why I Am an Atheist." One paragraph runs:

> "Gods are like gowns—in style to-day, out of date to-morrow. The Greek Zeus used to strike fear into the hearts of all but the most courageous. To-day he is a harmless, powerless relic. Jupiter made the Romans hit the sawdust trail, but to-day even a Christian fundamentalist isn't afraid to thumb his nose at this scepterless god. If history repeats itself—and they say it does—perhaps some day the bewhiskered Jewish Jehovah will no longer be 'Big Bad Bill.'"

The most violent literature Mr. Croy saw, he writes, appears in a pamphlet of the Junior Atheist League, whose national secretary is Miss Christine Walker, an eighteen-year-old girl of Gap, Pennsylvania, who three years ago was secretary of the Westminster Guild, and of the Christian Endeavor Society in her town. Another publication of the same sort is *Queen Silver's Magazine*, published by Miss Queen Silver, seventeen years old, the Western leader of the Junior Atheistic movement. She says in one paragraph selected by Mr. Croy: "The true religionist is a man or woman who suffers from a compound fracture of reasoning ability." Mr. Hopwood denies that atheism in colleges has increased suicides in the slightest degree, saying to Mr. Croy: "Atheists believe there is only one life, and so we live to get all there is out of it, instead of being 'soft-soaped' along on the hope that there is another one off in the skies some place where everything will be perfect."

It may be asked here why, apparently, it is so easy to break down tradition and inheritance and build up a school of atheism on the campus. The answer may be found in the opinion of Harriet Lyon, who answers in *The Independent* the question, "Why is it that a college education seems to upset, rather than build up, the moral responsibility of our young men and women?" Miss Lyon, we are told, is just a season away from a large Eastern women's college, where she had attained a vantage position for receiving and analyzing the attitude of her fellows. She takes the ground that there is encouragement given to heresy—not heresy against any established church, but "a general and far more dangerous heresy against the past," and goes on to say that the majority of students reach college "with a certain amount of inconvenient baggage in the way of tradition, religious doctrine, and a casual philosophy that is unexpress and accepts life as it appears to be." The student, who is very young, "is set to study philosophy, to attack the Bible with a doubt for every word, to dissect the New Testament with a keen eye for biological probabilities." He "learns in the course of four years that the whale didn't swallow Jonah, that the Bible is a record of questionable value, and that God Himself can be argued away with an ease that renders refutation ridiculous." These things are taught him, not directly, but insidiously. The story of the Resurrection, for instance, is not denied, "but so many plausible explanations are given which ignore the miraculous that the student who clings to the bare word is looked upon by fellow students as narrow and rather superstitious. The materialistic conception of the universe is not taught alone; it is sandwiched in between two theistic systems that complete the effect of the first by making such a halting piece of work in trying to arrive at a reasonable explanation of God that the simplicity of denial is infinitely more convincing." The writer hastens to assure us that college instructors do not try deliberately to instill germs of atheism.

> "The difficulty lies in the fact that the instructor is often too prone to state opinion for truth, to destroy an ancient dogma with a remark just as dogmatic, and not quite so old. The argument is offered that, if the student has any convictions to begin with, he, or she, will support them against such attacks and force the instructor to retract or explain. This is a hopeful theory, but does not compliment the understanding of the theorist. What eighteen-year-old student—I speak not of the few who have been brought up to think, but of the mass who have not—is prepared with such a concrete and concise case as the instructor? Religion, for example, is generally a matter of growth and inheritance. It would be almost as reasonable to expect a freshman or sophomore to explain why he is blond instead of brunet as why he is a Congregationalist rather than a Presbyterian. And yet the faith under which he has grown up may not be utterly useless to him. He should be given a fair chance to uphold his end of the argument, and it is the duty of the instructor to show him how. It is easy to disprove the Virgin Birth of Christ by biological data against an adversary to whom the Virgin Birth has been simply an article of faith. It is easy to prove the absurdity of the story of Jonah and the whale to a student whose chief evidence to the contrary lies in the now so carefully disproved and explained words of the Bible. Modern research, scientific fact—these are the great watchwords, the keys that unlock the gates of wisdom, the explanation to everything. To everything, that is, except the past."

So the young student learns to sneer at the past. His knowledge is incomplete. "He admires the smart, destructive criticism of such men as Mencken, and takes them as his models in mocking everything he does not understand. He is too young to let his human sympathies help him. His God is a myth." Life becomes futile. He kills himself. Parenthetically, Mr. Hopwood says that the atheists do not commit suicide. Of course, the state of mind that leads to suicide is not universal among students, says Miss Lyon. Only a few have committed suicide.

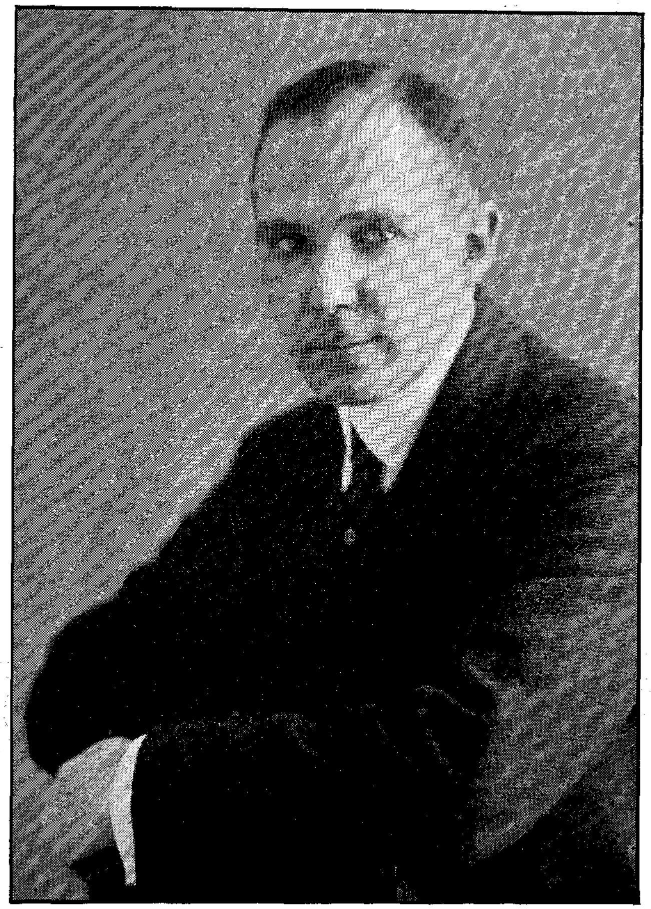
> "But the state of mind that in the extreme leads to self-destruction is by no means unusual. The college cynic and the student atheist are common campus ornaments, and each has a little following of admirers who call his contempt broadness and his cynicism intellect. He is, I suppose, inevitable in some form; but it is a grave charge that the classroom far too often fosters him and brings the balance of evidence apparently to his side."

A CROSS WITHOUT DOGMA—The most eagerly sought parson in London, as he is said to be, the Rev. H. R. L. Sheppard, until recently minister of St. Martin's-in-the-Fields, has stirred the press and the pulpit with his advocacy of disestablishment of the Church of England and his appeal for the religion of a Cross on which no dogma is nailed. Because of ill health, Mr. Sheppard had to resign his pulpit, but he still writes, and occasionally takes the pulpit again. Recently he conducted three services in his former church, and, we read in the Boston *Transcript*, on each day the building was packed an hour before service began, and hundreds were unable to gain admission. He gave just straight heart-to-heart talks, and we read on:

> "Among other things, he suggested that the Church of England might give up its endowments, its establishments, and all sectional privileges, status, prestige, and worldly honors if necessary for the rebirth of the new religion, born of the old faith, which the age needed. For myself, said the preacher, 'not inside this Church but outside, if I ever get a chance, in church or chapel or village green, if God gives me ever my health again, I will preach this great religion, greater than that which exists to-day, a religion that will welcome all who really dare to follow Christ into the great Universal Church for which the world waits in travail and without which there is nothing except disaster and a collapse of this civilization, followed, since Christ can not die, by some attempt by some one to make Christ real to the people.' Would Christ, the preacher asked, ever have put to the returning prodigal such intellectual tests as that of a belief in the Virgin Birth? 'Before you serve me, tell me what you think of my Mother?' In his Good Friday sermon, Mr. Sheppard said: 'I know all that the Cross means to me who am a sinner, but I know little else about it. I can not repeat the accepted phrases; not because I disbelieve in them, but because they are unreal to me.'"

"HELL-RAISING" MISSIONARIES

MISSIONARIES HAVE BEEN "raising hell" for more than a generation, says one of them quite frankly, and they are to-day at the bottom of a good deal of the disturbances in China, the Philippines, India, and South Africa—"the agitation against the imperialism of governments, of race and religion." But it was to be expected that they would rebel against things as they are, for, points out the Rev. James M. Yard, in *Unity* (Chicago), Jesus was a revolutionist, and twenty years ago Gilbert K. Chesterton warned us that there was enough dynamite in the social teachings of Jesus to blow all modern society to rags. The missionaries took Jesus to China, says Mr. Yard, "and He has destroyed the myth of white superiority. That is one trouble in China. In spite of the bombast of some recent dispatches from newspaper correspondents in Shanghai, the day of the white man in China is done." Dr. Yard is a Methodist missionary, and *Unity* is "a journal of the religion of democracy," liberal in its policy and views. Dr. Yard writes under the caption, "What Are the Missionaries Up To?" According to him, they are up to a good deal that may not be generally suspected of them:



By courtesy of the Methodist Board of Foreign Missions

THE WHITE MAN'S DAY IN CHINA IS DONE

Asserts Dr. James M. Yard, one of the "hell-raising" missionaries, who says that Jesus "has destroyed the myth of white superiority."

> "Many of the Universities in China and India have had, not old grandmothers with lace bonnets, but red-blooded liberals, teaching sociology, philosophy, and religion. These teachers have filled Asia with new ideas.
>
> "If Western scientific civilization had been shaken to its foundations by the new discoveries, it is no wonder that people whose lives were governed by conceptions and customs of the middle ages should be absolutely turned upside down by these modern teachings.
>
> "But, of course, in the end, that will prove a boomerang. For you can not teach intelligent students to criticize one religion without teaching them to criticize all religions. That is especially true to-day when we know so much about anthropology, the development of society, and the history of religion. All religion has developed, evolved out of the childhood of the race. In their beginnings, all religions have much in common. The missionaries did not intend it, but when they raised hell with Buddhism, they also raised hell with Christianity. It was their avowed purpose to break up Buddhism and Mohammedanism. They tried to buttress their own orthodoxy while breaking up the other man's orthodoxy. It can not be done.
>
> "The missionary has been marvelously successful in spreading doubt. He has raised doubts about marriage customs, polygamy, and polyandry in China and Tibet. And of course monogamy in America comes in for its share of criticism and questioning. He has raised doubts concerning the righteousness of the fourteen-hour day and the five-cent wage. He has questioned the divine right of kings, and of parliaments and presidents and of capitalists."

Under the leadership of a missionary, in 1922, Dr. Yard tells us the National Christian Council of China set up a threefold standard for industry: one day of rest in seven; no child labor; adequate safeguard in factories, both as regards health and safety devices. That started the labor movement. Capitalism was challenged. Again:

> "In October, 1926, the National Christian Council, a body made up of both missionaries and Chinese, passed a long resolution dealing with international relations. One paragraph of which read: 'That the present treaties between China and foreign Powers should be revised on a basis of freedom and equality.' That the missionaries dared to criticize the policies of their own government is exceedingly dangerous.
>
> "Even worse than that, as far back as 1924, before there was much of any agitation on the matter of unequal treaties, some missionaries in North China signed a resolution, a part of which follows:
>
> "'We therefore express our earnest desire that no form of military pressure, especially no foreign military force, be exerted to protect us or our property; and that in the event of our capture by lawless persons or our death at their hands, no money be paid for our release, no punitive expeditions be sent out, and no indemnity be exacted.'
>
> "The missionary can not, of course, claim the credit for all the new and 'dangerous thoughts' that have been brought into the 'heathen' world. Business men, industrialists, philosophers, teachers, have all played their part. In China, John Dewey and Bertrand Russell and the writings of Ibsen, Tolstoy, Darwin, and a hundred others. Novels, science, history, philosophy, religion.
>
> "The East is awake! Superstition is dying. Ignorance is passing away. Science is destroying poverty. The 'White Peril' is less dreadful. Don't you wish you were a missionary?"

BIBLES BY THE MILLIONS—Of all the books in the world the Bible still has the largest circulation. At the recent 111th annual meeting of the American Bible Society it was announced that the circulation in 1926 was 9,917,361 copies, an increase of more than a half-million over the preceding year, making a total circulation under the auspices of this society of 184,028,860 volumes. This does not include the circulation through other agencies. The 123d meeting of the British and Foreign Bible Society, recently held in London, celebrated the purchase in China alone for last year of "well over 4,000,000 volumes," and its own publication in all of 10,128,087 copies of the Bible in no fewer than 592 languages. On all of which the New York *Times* comments:

> "When a million members of a single denomination in America are asked to read a chapter a day in one of the books of the Bible, it is easy to understand why the circulation mounts; for what is true of one is in a measure true of all. It is to be noted also that in this State credit may now be given through Regents' counts for the study of the Bible outside of the schools, and that under a decision of the Court of Appeals all public school pupils may be excused for attendance upon religious instruction, also outside of the schools. This is permitted in several other States. The Bible is likely to keep its place in a nation the foundations of whose society and government, as President Coolidge has said, rest to such an extent upon the teaching of the Bible, that 'it would be difficult to support them if faith in these teachings should cease to be practically universal in our country.'"

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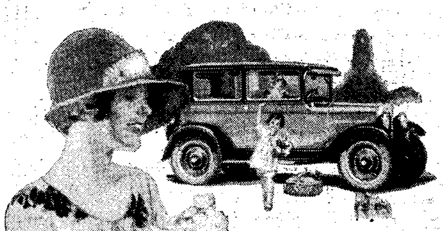

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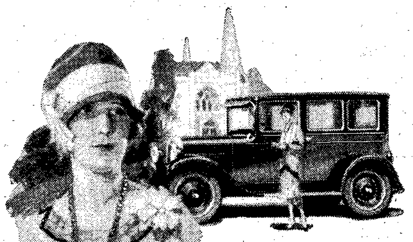

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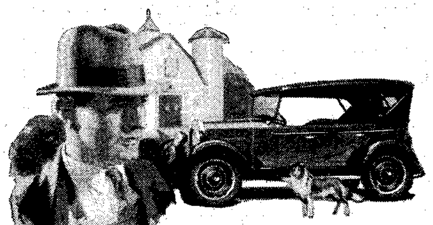

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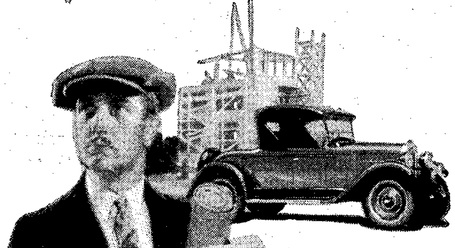

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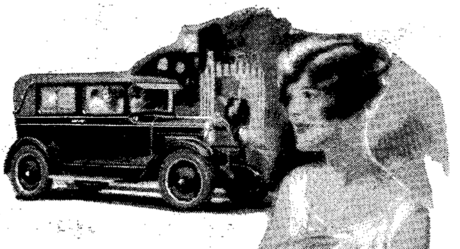

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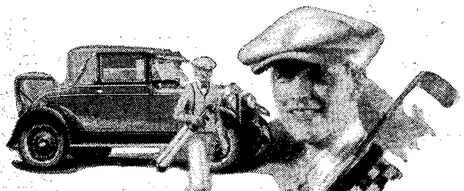

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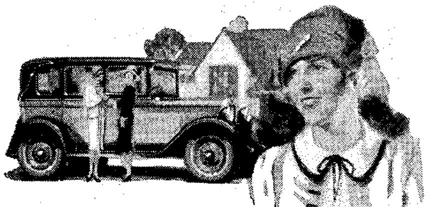

The Landau
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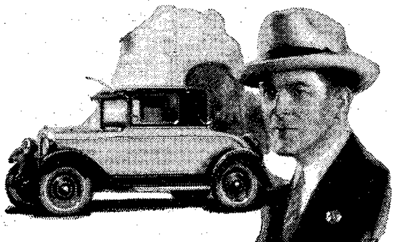

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QUALITY AT LOW COST

CURRENT POETRY

Unsolicited contributions to this department can not be returned.

A FEW more selections from the Lindbergh poems are given barring comment, save that they strike some new note in the now universal choir:

LINDBERGH

By Donald Gillies

The crush in the market slackens,
  The noisy strife of greed,
The hue and cry for pleasure
  Cease, while the heart gives heed
To an older sound and braver
  Than soldiers on parade,
Than the ring of golden metal
  And the fiery clang of trade—

The song of youth and courage
  And all youth's artless grace;
The song of man assailing
  The bonds of time and space;
The song of one for many:
  —A life, at stake, alone,
Winging through the darkness
  To morning and a throne!

Age hears, and old dreams waken;
  Youth hears, and vows anew;
Man's common kinship rallies
  And joy and pride undo
Misunderstanding's mischief,
  Prejudice's wrongs—
God send, at need, the voices
  To sing for us such songs!

—From the New York *Times*.

THE PIONEER OF THE AIR

By James Ball Naylor

I'm the buoyant, agile and free
Final craft of the Powers that Be;
    And I swoop and I swerve,
    And I circle and curve—
I'm the ship of the Uppermost Sea.
With my white sails outspread, and my prow
Pointing high o'er the luminous brow
    Of the cloud mountains, I
    Cleave my way through the sky;
I'm the marvel of Nineteen-and-now.

Wings—to keep time to the breeze as it sings
  Songs of adventure and quest:
Tail—to disport with the tempest or gale—
  Ho, for the East and the West!

I'm the sum of the deeds Man has done,
I'm the substance of victories won;
    The vague dream of the vast
    Many centuries past—
And the *fact* of the one now begun.
And the sunshiny air-billows, whirled
Right and left by my swift keel and curled
    Into vaporous spray,
    One by one fall away
O'er the farthermost rim of the world.

Wings—to give hail to the breeze as it brings
  Word of wet weather or drought:
Tail—to wigwag to the tempest or gale—
  Ho, for the North and the South!

I'm the scion of races outworn,
I'm the sire of great peoples unborn;
    And my scintillant wake
    Is the path Man must take—
As he travels from midnight to morn.
For my white sails outspread, and my prow
Pointing high o'er the luminous brow
    Of the cloud mountains steep,
    Find a way through the deep;
I'm the marvel of Nineteen-and-now.

Wings—to give heed to the breeze as it brings
  Promise of worst or of best:
Tail—to take care of the tempest or gale—
  Ho, for the East and the West!

—From *The Week* (Columbus).

"WHO RIDE?"

By Stella Kobrin

Oh, say, who comes to town today?
That bugles sing and trumpets play?

This is the earth's high holiday.
Romance is here! Make way! Make way!
He comes to town today!

He does not guess, the quiet-eyed,
As he goes by in his young pride,
Who ride beside! Who ride beside!
Who come to town today!

But strain your eyes and you may know
Their shining faces lifted so,
Those dreamers out of long ago
Who ride with him today!

See—close behind the clear-eyed lad
There's Lancelot and Galahad
And Arthur, all in silver clad—
They come to town today!

And smiling on the unafraid,
Leading the joyous cavalcade,
With flashing sword unsheathed, the Maid—
She comes to town today!

All those who gayly fought and bled,
Whose young flesh makes the poppies red,
In long, long lines of singing dead—
They come to town today!

And, "He is one of us!" they cry,
"Who dared the sea, who dared the sky—
Who dared his own wild dream to try!
We follow him today!"

—From the New York *Times*.

The writer recognizes his Scandinavian descent in her allusions to Norse mythology. Asgard, home of the gods of the Norsemen, including Thor and Odin, is connected with Midgard, home of mortals, by the bridge Bifrost—the rainbow.

LINDBERGH

By Aline Michaelis

Alone, yet never lonely,
  In all that blue expanse;
The skies were his, his only,
  When Lindbergh flew to France.
Like hero made immortal
  Who storms at Asgard's door,
Beyond the cloud's bright portal
  Men saw his swift plane soar.

Bifrost, the bridge he crossed on—
  Its rainbow spanned the sea—
The while his plane was tossed on
  The air's infinity.
Great Odin, in Valhalla,
  Peered down to see him fly,
When, swifter than the swallow,
  He swept across the sky.

Thor watched and Bragi, singing,
  Told all that matchless flight,
And sent a new name ringing
  Down halls forever bright.
Who knows what promise fed him
  Through hours lone and long?
Who knows what vision led him
  Unto the waiting throng?

Alone, yet never lonely;
  Serene, beyond mischance,
The world was his, his only,
  When Lindbergh flew to France!

—From *Psychology* (July).

OUR BOY

By Oliver Herford

Wings and the Boy I sing, who, braving Fate
And the tempestuous Sea-God's ancient hate,
Three thousand miles on wings unswerving sped
Thro' ice-barbed winds, o'er moving mountains dread,
And to the stricken watchers on the shore
Of sorrowing France, Columbia's message bore.

Wings and the Boy! Companions linked as one.
Prince of the Air, Columbia's bravest son,
Modest as brave—the glory of his deed
Joyously sharing with his winged steed,
Named for a gallant Knight—by happy chance,
The Spirit of St. Louis, King of France.

—From *Life* (New York).

Not to be a killjoy, but just to remind ourselves of how we treated Admiral Dewey, the writer in *The Daily News* (New York) brings out a thought that lies in the background of not a few minds.

THE ROAR OF THE CROWD

By Nick Kenny

TO LINDY

The world today is fawning at your feet—
  The tom-toms in wild hero worship beat—
But all too soon man's star is on the wane,
  And public praise is like a weathervane.

The world will whisper lies into your ears,
  And tell you that in your brief span of years
You've reached the heights—seen all there is to see—
  It does not want to leave your future free.

We'd clip the eagle's pinions with acclaim
  And put him in a cage, and call it "fame,"
And gape at him, while there behind the bars
  He yearned in vain to fly among the stars!

We'd rob you in our selfish, human way,
  Of your own world of hopes and visions gay.
So Lindy—take with salt our frantic roars—
  The happy eagle is the one that soars!

THE FRENCH AVIATORS

By J. W. Harper

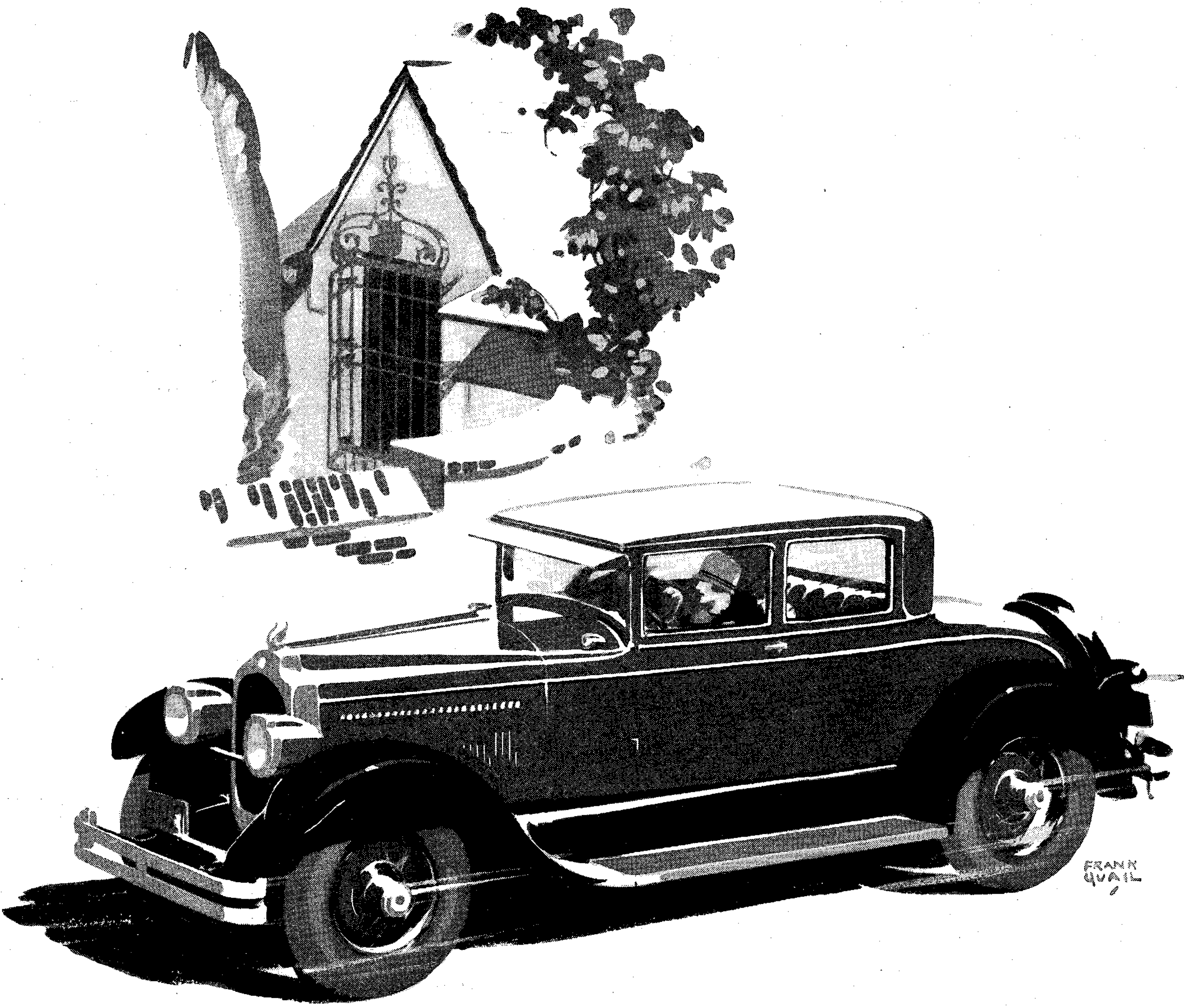
God rest you gallant gentlemen!
Where'er that rest may be;
If crushed upon some lonely shore,
If foundered in the sea;
You threw the dice and played the game
With fate most valiantly.

Somewhere you keep your rendezvous,
Who laughed the air to scorn;
'Twixt two eternities you flew,
True to the manor born;
If death rode through the night with you
God welcomed in the morn.

Boast not thyself, O! mighty sea!
Of widest sweep and span;
Nor air—thou vast eternity
Ere yet the world began;
Earth, sky and sea, alike shall be
Conquered by conquering man.

So sleep, my hardy gentlemen!
Who fared the great unknown;
Beneath the wave, somewhere your grave,
By stormy winds o'erblown;
The sea shall keep its secret deep,
The bar shall make its moan.

—From the Hartford *Times*.



80 miles and more an hour with effortless facility; 92 horsepower under control so perfect as to secure instant response to every slightest driving requirement; an ease of riding that makes motoring comfort take on a new meaning—these are the obvious reasons why the Imperial "80" is preferred by connoisseurs and characterized "as fine as money can build". Nine body styles priced from $2495 to $3595, f. o. b. Detroit, subject to current Federal excise tax.

Chrysler
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PERSONAL ▾ GLIMPSES

THE MAN WHO IS MAKING THE BRITISH LION SING

"ONCE I WAS SHOT, accidentally, of course, by a man who was cleaning a gun," says T. P. Ratcliff, leader of community singing. "That sure was a real shock. But it was nothing compared with the moment when I stood up to conduct the first community song ever sung in England, when I didn't even know whether it would be sung or not."

That first time was a great triumph, but bigger things have happened since, according to a London correspondent of the Philadelphia *Public Ledger*, who tells about them in an article entitled, "The Man Who Made the King Sing." Mr. Ratcliff, it seems, is revolutionizing the temper of the British lion, not by twisting its tail, but by teaching it to sing—by inspiring great crowds and whole communities to sing together. King George, speaking of a memorable occasion of this kind, called it "one of the most impressive and significant sights in the world—certainly the most vital I have ever seen since the war!" The movement, captained by Mr. Ratcliff, was started by the London *Daily Express*, and the correspondent of *The Public Ledger* plunges into the midst of the story with the following episode:

Illustrations by courtesy of the Philadelphia *Public Ledger*

WHEN THE KING ENJOYED A GOOD SING

After caroling "Abide with Me," and "Pack Up Your Troubles in Your Old Kit Bag!" with 100,000 of his subjects, George V announced himself as an ardent community song fan.

> His Majesty, attending the Cup final, England's most important football event, with more than 100,000 persons present, sent a request that Mr. Ratcliff start the community singing (the first the King had experienced) with the hymn "Abide with Me," and he himself sang every word as lustily as the humblest football fans, who shouted themselves hoarse. He also went right through the lighter songs of the program, seeming to put special gusto into that old favorite, "Pack Up Your Troubles!"
>
> The Wembley Stadium with its 100,000 human beings singing in friendly chorus was a unique sight. So profoundly significant was it to the King that not only did he send for Mr. Ratcliff and hold a conversation with the delighted conductor, thereby giving the royal approval to the community-singing movement sponsored by *The Daily Express*, but he also sent forth a message that he personally would join in the songs of the masses in Hyde Park on Empire Day, May 24.
>
> Community singing in England has an interesting story behind it, for, altho it was initiated as more or less of a newspaper stunt, it is fast growing into an important social factor, and if it has not a direct religious aim, it is gravitating toward a spiritual revival by sheer force of itself. Officially it has no religious objective. Nevertheless, the crowds, mounting to hundreds of thousands of human beings (more than 2,000,000 have already joined), call for hymns and religious songs more eagerly than they do for the jazz choruses, to which they have become accustomed through wireless.

This latest popular movement, unprecedented in staid old England, is the outcome, we are told, of a gigantic struggle for supremacy in the British newspaper world. But it seems reasonable to assume that, apart from this fortuitous mechanism, the British public, unknown to itself, was "just aching to sing"—that it needed, in fact, the emotional release to be found in the shouting of popular choruses. Of the newspaper phase of the matter we are told:

> When the late Lord Northcliffe was alive, he was easily the greatest influence in British public life. It was a common saying that "*The Daily Mail* ruled the country." Since Northcliffe's death, Lord Beaverbook, owner of *The Daily Express*, has advanced that journal by leaps and bounds, until to-day it probably controls the minds of a big proportion of the former *Daily Mail* readers. Nevertheless, it still needs advertising, and, as Lord Beaverbrook realized, what advertising is so sound as service?
>
> Hence the growth of the idea of communal amusement—crystallized as community singing. But English audiences are, or were, notoriously unmusical. Britishers are self-conscious and shy, for one thing, and no greater barrier exists than these qualities so far as joining in choruses is concerned. Secondly, the crowd of workingmen is likely to get pretty rough—another distinct drawback to a musicale.
>
> So serious were these objections considered that various well-known musical conductors refused, albeit reluctantly, the opportunity offered them by *The Daily Express* to lead the first community sing. They honestly believed the movement foredoomed to failure by the character of the British and, as their reputations enjoyed some considerable height, they were afraid of falling too hard. Sheer coincidence, a chance visit of a friend of Lord Beaverbrook to the home of T. P. Ratcliff, well known in the war days in the United States, brought that gentleman to the attention of *The Daily Express*.

Here the *Public Ledger* writer steps aside and lets The Man Who Made the King Sing tell his own story. Says Mr. Ratcliff:

> "I don't call myself a musician. At least, I don't sing or play properly, but I must admit I am music-mad, and all my life I've been associated with it. When I went over to America, I produced a lot of amateur operas, or rather I got paid for producing them, for I didn't have the money to do them myself. They were successful, and the American people were kind enough to think their success due in a measure to me. I didn't entirely agree there, for I believe that Americans are so responsive and quick to master things that any fool who could wave a baton would have made them sing, but I was naturally very glad things worked out the way they did.
>
> "Then came the war. Somehow the British War Office and I had a disagreement over my age, which I thought was just right and they declared was all wrong for fighting, and they won. I couldn't get to the front. 'I like women and children,' I told the officials, 'but I don't want to stay with them during a world war. I want to do something useful.' And that's how it came about that I was given propaganda work and, as I had a free hand, I

Will an accident mar your vacation?

TUCKED away in a secret corner of nearly everybody's heart is the feeling that he bears a charmed life.

"That kind of thing couldn't happen to me," thinks the average man or woman, reading about an accident while seated comfortably at home or in a train. "To somebody else . . . of course; but not to me!"

But what about the people who were hurt? Don't you suppose they felt the same way? "That kind of thing couldn't happen to me," . . . until it *did!*

The bald truth of the matter is that no one bears a charmed life; but don't try to prove it while you are taking your vacation! There couldn't be a sadder time to have an accident. Thousands of vacations are ruined every summer by accidents that come with *darkness*. Real downright tragedies that catch the careless and the too complacent. But when you can get a genuine Eveready Flashlight for as little as $1.25, complete with batteries, isn't it just plain, ordinary common sense to take one along?

If you haven't an Eveready, insure your vacation happiness by buying one today. If you already have an Eveready, make sure it's in working order.

Don't let an accident mar your vacation! An Eveready Flashlight, in good working order, is the cheapest kind of safety insurance.

A Thousand Things May Happen in the Dark!

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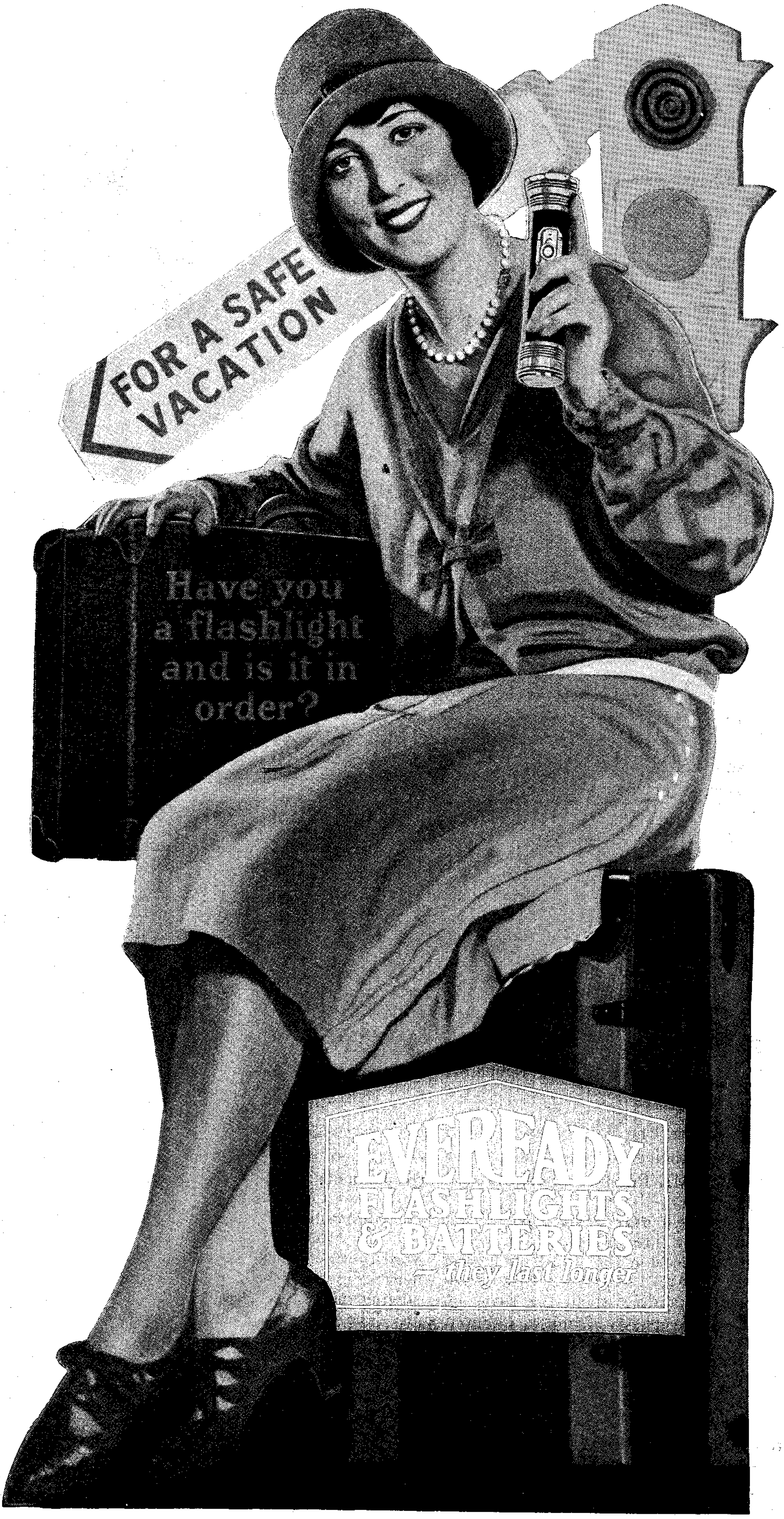
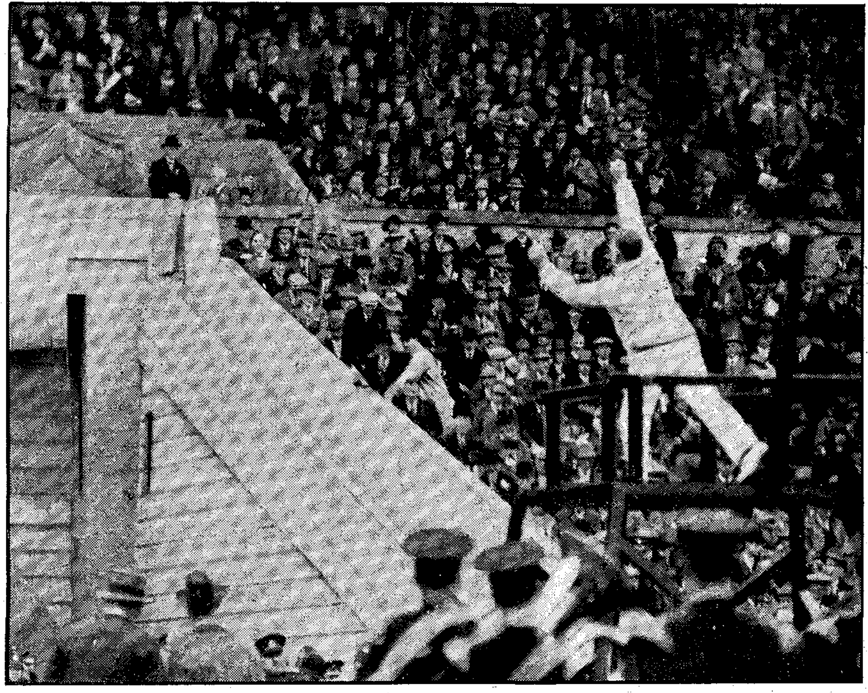


> figured I'd say it with melody. I used to have the crowd singing war songs while I conducted from the steps of the Public Library, on Fifth Avenue, New York, and we got recruits.
>
> "*But the music was secondary. The war was the thing.* I never thought of going on with that kind of stuff after peace came. In fact, I didn't know just where I was going to live—in my native England or the United States, where I felt just as much at home. Then, much as I hated to part with the only bit of the United States I owned, my little home in Long Island, I had to come back to Great Britain, for my dad was growing old and needed me.
>
> "Things moved along pretty quietly until one day a friend dropt in to luncheon and we began to talk about America. I showed him a book of cuttings I had on the war-time communal singing, and he said, 'I must tell Lord Beaverbrook this.' Immediately afterward, and to my utter amazement, came the offer of *The Daily Express* to make me conductor in this huge movement.



COAXING "ANNIE LAURIE" FROM LONDON'S SERRIED FOOTBALL FANS

This photograph shows Director Ratcliff, in white trousers and sweater, commanding the throats and lungs of 100,000 Britons; while we seem to discern the lineaments of England's King in the derby-hatted figure in an upper box, to the reader's left.

> "They were absolutely honest with me. Told me what a gamble the whole thing was, and about the other conductors who wouldn't do it. But I thought to myself: My reputation isn't so big that it would suffer particularly if I did ride for a fall.
>
> "So I said yes. But, oh, gee, didn't I wish myself back with an American audience to conduct. I kept remembering the spontaneity of the Americans, their enthusiasm, their indifference to self, and comparing it with the awkwardness and shyness of the British. When the time came to conduct, I was so nervous that I couldn't remember the opening bars of our first song."

However, the first occasion was a great success, and community singing soon became a craze—so much so that before long, as Mr. Ratcliff told the *Ledger* correspondent:

> "I myself only realized how the idea of community singing had grown into a powerful movement when I was told on a certain occasion that the King had sent word that he would like us to wait for his arrival. I felt terribly nervous until I saw that he was standing up in the royal box, singing with might and main. His party, of course, followed suit. The King and the people singing the praise of God! What a magnificent spectacle; and then the songs, full of good feeling and cheer."
>
> Mr. Ratcliff paused, as tho seeing in retrospect the amazing picture of the football crowd, wilder and noisier and rougher than any baseball crowd perhaps, quiet and disciplined, singing religiously at first and then gaily and spontaneously as birds. Then he went on:
>
> "When the King sent for me, I was flattered, but so nervous that my first impulse was to hide. But of course you can't keep Kings waiting, and before I realized all that was happening, he had my hand in his, and was shaking it. If I had only known, I should have prepared my speech. As it was, I hadn't a thing ready to say. I could only murmur how thankful I was that His Majesty had liked it.
>
> "'Great,' King George said. 'A wonderful movement, and a splendid one. It is bringing a strong uplift to my people, and giving them much joy. Consequently, I am delighted by it.' And then he told me that he had enjoyed singing and had sung every word just as I conducted."
>
> "That man would make a mute sing," Winston Churchill, Chancellor of the Exchequer and one of the King's party at the stadium that memorable day, is said to have remarked.

What is the effect of making all England spend its spare time in singing? The *Public Ledger* man answers:

> Apparently it is wholly good—good for family life, good for citizenship, and not so good for the saloon—beg pardon, the "pub."
>
> A few years ago the picture of an English sporting crowd beginning the day's enjoyment with community singing would have been laughed to scorn. The toughness of such gatherings is proverbial, and rarely do such events pass without some fierce scenes, culminating in a fight. Nor did the English workman think of sharing his amusements with his wife and family.
>
> But a new era is now under way, judging from the vivid word-picture of the scene at Wembley Stadium, written by Hannen Swaffer in *The Daily Express*, as follows:
>
> "Nearly a hundred thousand people, gathered from all parts of the country to watch a football match, sang, before the play began, 'Abide with Me.' They had come from the mines and the workshops, from the mills and the factories, to see the final of the English Cup.
>
> "The lust for victory was exciting them; British love of sport dominated every mind.
>
> "Yet the greatest of all miracles happened.
>
> "At the bidding of a man clad in a sweater and flannel trousers, who stood on a raised stand and beat time with his arms, they forgot even sport while their hundred thousand voices joined in the noble words of an English hymn.
>
> "Every head was bared as if by an impulse moving in the recesses of each human soul.
>
> "The King, standing in the royal box, joined in the singing. Mr. and Mrs. Churchill, a few seats behind, lifted up their voices and added to the great volume of majestic sound. Mr. Lloyd George, with whom hymn-singing is a passion, reveled in the music. Mr. J. H. Thomas sang—and Lord Derby. So did all the chiefs of the Football Association. So did every person gathered in the vast Empire Stadium.
>
> "Conspicuous in this singing throng were revelers from North London sporting the blazing red in which the Arsenal team goes out to conquer. One woman I saw wore a dress all scarlet in its defiance of the team from Wales. Thousands of Londoners wore red paper caps. Red umbrellas were raised here and there, brilliant in the spring sunshine."

The astounding change that has taken place, we are told, was accomplished by Lord Beaverbrook's newspaper through a clever piece of psychology. Here is the *Public Ledger* correspondent's diagnosis of what the London paper has done:

> First, it has shown the people that they can entertain themselves so long as they band together. And, secondly, it has entered into the enterprise in a festive spirit. There is no tiresome red tape about it, no practise, no solemnity.
>
> The newspaper, which at first doubted whether it could bring off the feat it contemplated, now faces a difficulty of an altogether different kind. The demand is greater than the supply. However eager the people, it takes a man with a perfect sense of rhythm and a personality that fraternizes with groups as well as individuals to conduct. At present Ratcliff is the only conductor in England who is able to control 100,000 persons at a time. He is training conductors as fast as he can, and declares that he has a score almost ready, but meanwhile he has to deal very diplomatically with the towns and cities which complain of being left in the cold.

DRURY COLLEGE LIBRARY
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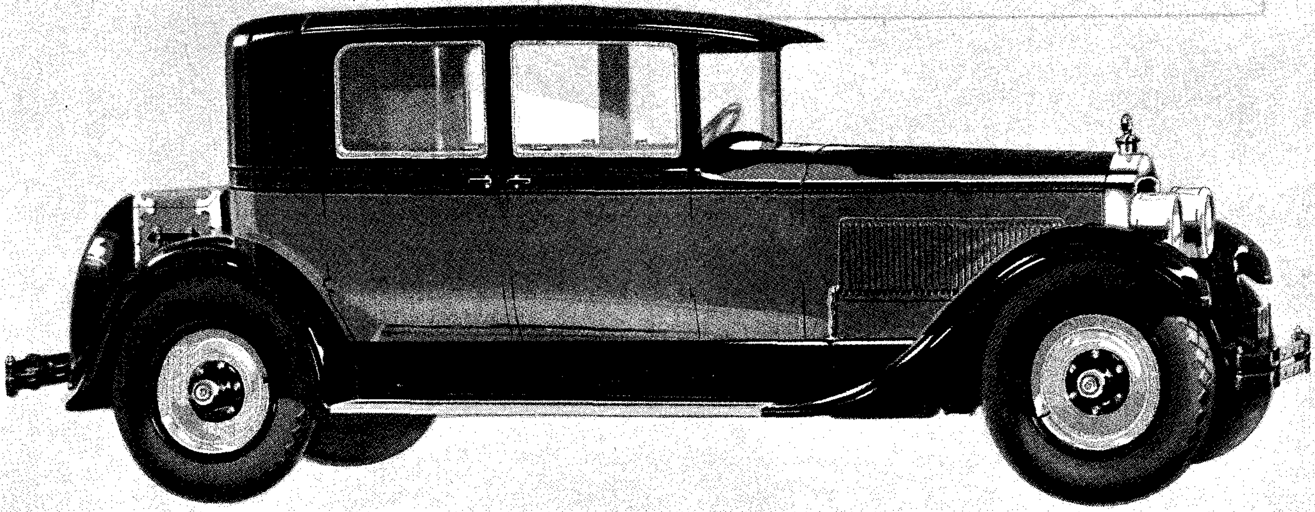
The Restful Car
Ask the man who owns one

"The supreme combination of all that is fine in motor cars"



Color, Nature abounds in beautiful and harmonious color combinations. The birds, the flowers, the sunset skies, set perfect examples—and point the way to brilliant color schemes all in perfect taste.

Yet what artistry is required in the selection of shades and tones to satisfy the modern vogue for color in motor cars! Packard has a special Board of Color made up of men of long experience and artistic judgment. These men create the standard color combinations which charm the eye in such wide variety on today's Packard Six. And they advise on the special requirements of those who buy the Packard Eight.

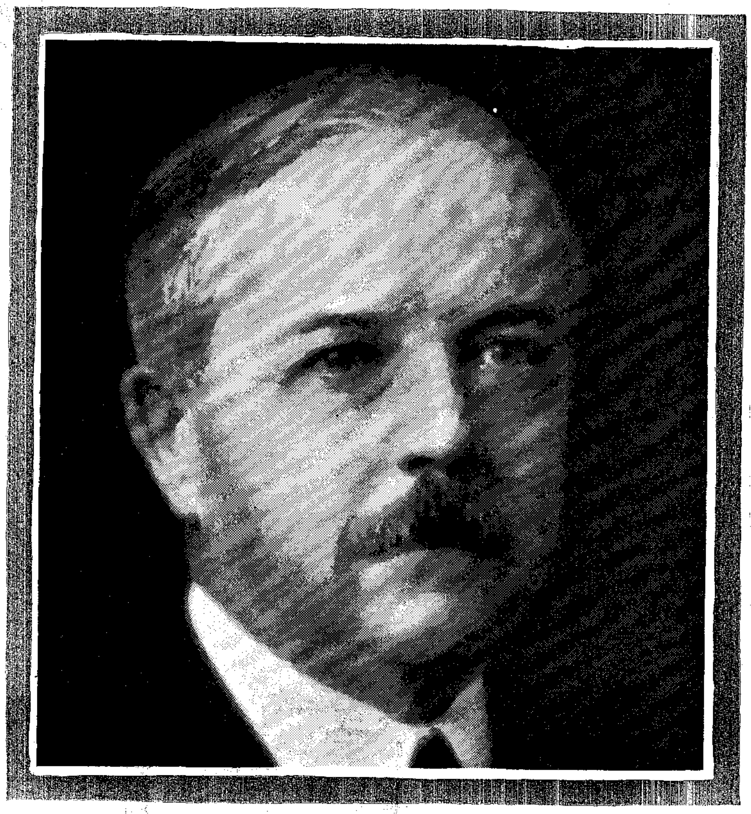
Whether Six or Eight is your choice you may be as sure of the charm and good taste of the Packard's color scheme as you are of its lasting beauty. For Packard lavishes as much care and effort on the unusual processes which preserve the car's color and finish as upon the selection of the shades which will appeal to Packard's discriminating clientele.

Nothing finer is offered anywhere in the world than the enduring brilliance of Packard cars—long in life and long in beauty of lines and finish.

PACKARD

ASK THE MAN WHO OWNS ONE

Not "to do as the Romans do"



F. A. SEIBERLING—*Pioneer*

Under his direction, 50,000,000 tires have been made and sold. He is the inventor of the first straight-side automobile tire—the first practicable quick detachable rim—the first tire building machine—and is the originator of today's cord tire. He perfected and introduced the unit tread and side-wall construction with All-Tread bars as safeguard to the casing.

* * *

Mr. Seiberling's message is of vital significance to every tire user, for it expresses the ideal upon which he founded a business five years ago,—upon which he has built an unparalleled success. He has never said "How cheaply?"—always "How well can we build?"

ACROSS THE FACE of an empire the Romans wrote their message in masonry for all the ages to read.

Built by the master builders of the ancient world to withstand the tramp, tramp, tramp of Caesar's countless legions,—the grind of chariot wheels,—the thundering hoofs of galloping steeds,—those far-flung highways of Imperial Rome stand today as a monument to honest craftsmanship.

Why did these roads, these mighty piles of masonry, outlive their builders by scores of years, —by centuries?

The answer is our heritage from a golden age:

Infinite care,—unsurpassed skill,—UNSTINTED USE OF THE BEST MATERIAL.

And we of The Seiberling Rubber Company believe that even with our greater knowledge of methods and materials, this formula is as sound today in Akron as it was two thousand years ago in Rome.

To "do as the Romans *do*" is to follow the crowd, to substitute catchwords for quality, slogans for skill, makeshifts for material.

Old-fashioned as it may seem, we set out to do, not "as the Romans do," but "as the Romans DID;" to build, not down to a price, but up to an ideal—

To satisfy our pride in our craftsmanship—

And five years of unparalleled success have confirmed our belief that that which is honestly built can be honestly sold.

F A Seiberling

SEIBERLING ALL-TREADS

Chosen for original equipment by the makers of the Chrysler Imperial "80," Marmon and Peerless. Selected, after severest competitive tests, by three hundred of America's great Motor Coach lines.

-*but* TO BUILD AS THE ROMANS BUILT

d-Fashioned Ideals Fulfilled by Modern Methods

VER SKIMPING ON
BBER OR COTTON TO
ET A PRICE, SEIBERLING
S, ON THE CONTRARY,
DED TO BOTH.

TODAY'S SEIBERLING
L-TREAD, EVERY CORD
A HEAVIER CORD, AND
ERE ARE MORE CORDS.
CH TIRE CONTAINS

25%

tronger Cotton

D THE TREAD OF ALL
IBERLING BALLOON
RES IS INCREASED IN
DTH ON AN AVERAGE
TWENTY PER CENT—

20%

More Rubber

EACH TIRE.

T "AS THE ROMANS DO"
BUT AS THE ROMANS
ILT.

E SEIBERLING RUBBER COMPANY
AKRON, OHIO

ese remarkable tires are now manufactured Canada by Seiberling Rubber Company of nada, Ltd., Toronto. They are available oughout the Dominion to those motorists o demand the best in quality,—the most in terial.

Quality
LUCKY STRIKE
"IT'S TOASTED"
TOBACCO
HALF AND HALF
BUCKINGHAM
BRIGHT CUT PLUG
SMOKING TOBACCO
Half and Half—
A Wonderful Smoking Tobacco.

men like the flavor women enjoy the fragrance

15¢

© Guaranteed by The American Tobacco Co. INCORPORATED

HOW OUR CLIFF-DWELLING PLUTOCRATS ROOST IN PARK AVENUE

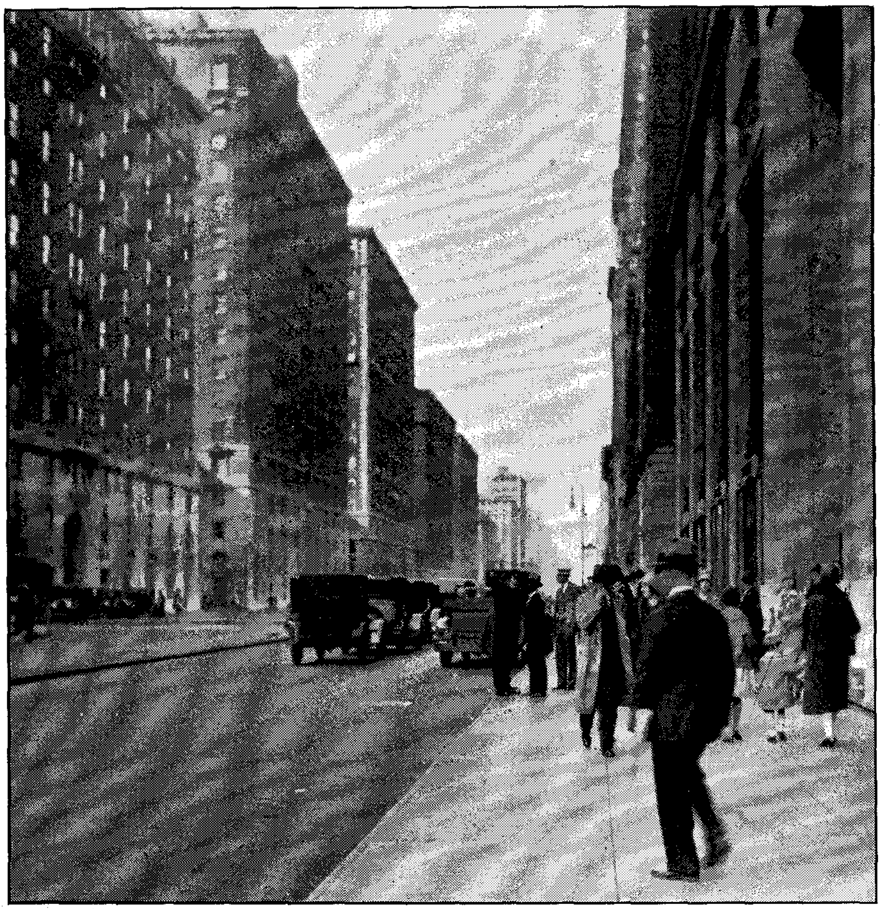
FIFTEEN THOUSAND MILLIONAIRES in one country, our own; nearly four thousand of these in Greater New York, and three of those four thousand living on a single street or near it! Park Avenue, declares Stuart Chase in *The New Republic*, has become the top of the American ladder of success, the *ne plus ultra* of wealth. Once upon a time the acme of worldly ambition was a stone palace on Fifth Avenue, but now it is a sumptuous apartment in a steel-and-stone sky-scraper on Park Avenue. Here comes to anchor, at last, fortune after fortune, until now the street lays claim to the most stupendous aggregation of multi-millionaires the world has ever seen. Hear Mr. Chase further:

> The spoil of a continent, ay, of the seven seas, is massed along this harsh stone canyon—the winnings from oil, steel, railroads, mining, lumber, motor-cars, banking, real estate, moving-pictures, foreign trade, speculating, the manufacturing of widgets, the marketing of tooth-paste, the distribution of the assets of button kings. The art treasures of Europe and the East—paintings, frescoes, paneling, tapestries, jewels, period furniture—have been imported by the shipload to make these dollars manifest.
>
> The Avenue spends $280,000,000 a year, according to a recent and conservative estimate, and the income of its average family probably exceeds $100,000. The ratios are swollen, furthermore, by the number of Chicago, Pittsburgh, Cleveland and Detroit princes of finance who maintain apartments on the Avenue, even tho they may use them only a few weeks in the year. The connection is a desirable one. Indeed, from every point of view, this street with its park, its flora and fauna, merits our respectful and thoughtful attention. There are no more worlds to conquer. If America has a heaven, this is it.

Park Avenue is parallel to Fifth, and two blocks east of it. The last of the "ducal families," to quote Mr. Chase, are migrating thither from Fifth—save for a strip opposite Central Park—and "the palaces that they reared in the nineties are, after solemn public exhibition, being ignominiously destroyed by profane gentlemen in mud-plastered overalls," to give way to sky-scraper office buildings. Then, as we read:

> It is into the social vacuum left by this desecration that Park Avenue has moved, but never, in its palmiest days, did Fifth Avenue boast such serried phalanxes of millionaires. More fashion it may have had, more individuality, more resplendent names bursting above the rooftops of an adolescent nation—Vanderbilts, Goulds, Astors, Senator Clark and his incredible château—but never such solid, crushing and cascading wealth.
>
> We have, indeed, on Park Avenue, the mass production of millionaires. It looks the part. The gaudy individual mansions of the handicraft era have given way to the regimented, standardized and stupendous unit rectangles of quantity production. The Avenue, from Forty-sixth to Ninety-sixth Street, is a succession of monolithic packing-cases, each an apartment house from twelve to twenty stories high, sitting with infinite solidity on its full city block. Hardly a terrace, a garden, a portico; nothing to break the relentless line of flat stone profile; not an inch yielded from the property line that meets the sidewalk. One great cube of masonry after another in almost unendurable monotony, save where the Grand Central Station bisects the Avenue neatly at Forty-second Street, and where the Ritz Tower bells upward to the sky.
>
> And yet it is a broad and noble street, running like an arrow from north to south. From the Grand Central to Fifty-seventh Street, the park space in its center (under which rumble the trains of the New York Central) is dull stone pavement without a touch of green, but from Fifty-seventh north it blossoms into a strip of formal garden with grass and shrubs. Thus there is, in places, a park on Park Avenue, contrary to the philology of most streets.

But beyond its immense solidity, Mr. Chase asserts, the outward aspects of this new Millionaire Row betoken nothing worth while. The gates of this heaven are massive, he says, but not pearly. Such pearls as there are must be sought inside, back of the relentless walls. But there, it seems:



Brown Brothers' photograph

THE "ULTIMATE JONESES"—SIXTY MILLIONAIRES UNDER ONE ROOF

Park Avenue at its zenith, looking north from Forty-sixth Street—"a succession of monolithic packing-cases . . . one great cube of masonry after another in almost unendurable monotony."

> Within the limits of standardized steel and veneer-masonry construction, the apartments do what they can. One hears of a single bathroom in jade and gold costing $35,000. One hears of "duplex roof" apartments, which are really separate houses perched on the tops of the monoliths, with light on four sides, renting as high as $40,000 a year. Mr. Adolph Zukor leases nine rooms at $4,000 per room. Twenty thousand dollars a year for space below the roof is a common figure. For the most exclusive section of the Avenue, the average rental is in the neighborhood of $1,500 per room per year. The "cooperative" apartment house, so-called, is here the order of the day. In a cooperative, one buys one's apartments outright. The residents then own the building, roof and walls complete, while the speculative builder, not, it is said, without a smile, steps out of the picture altogether. It costs about $7,500 a room to buy into a cooperative—say, $75,000 for a family home. This is obviously less costly than paying the current rentals, but one bears the not inconsiderable risks of the future of New York real estate. After all, there is a limit to the number of sardines which can be packed in a can.
>
> Even at these princely figures, the Park Avenue resident only spends from 5 to 10 per cent. of his income for rent or its equivalent, in contrast with the 25 to 35 per cent. paid by the wage-earner. But a man who needs, according to current market quotations, $25,000 to finance a débutante daughter through one season, must save somewhere.
>
> The most luxurious apartment on the Avenue is held by a bachelor. It is on the roof, and contains a ballroom eighty by forty feet, and a living-room two-thirds as spacious. For its

The *Glamour of the Old West—the Magic of*

HERE in the Northwest is our last vast open space, where rich plains still wait for the plow of the skilled farmer and incalculable mineral wealth lies idle. Here a new civilization is building its foundations solidly in the Twentieth Century. Brilliant new towns are rising at strategic points. And the modern prospector is harnessing water-power.

This immense block—roughly one-fourth the nation!—consists of rich prairie and bench-land, sweeping, magnificent, through which wind tremendous streams—the tawny giant Missouri; the upper Mississippi, blue and dimpling among its green hills; the cold brawling Yellowstone; and the monster of the mountains, the Columbia, charging under claret-colored headlands. Green mountain barriers in the West rise wave on wave until they go tumbling down into the warm Pacific.

The mellow loess farms of the central river basins still look eastward. But farther west the rising flood of corn is sweeping into the wheatland. Red barns and silos in tidy groves of planted trees dot the plain as far as the upper Missouri. Wheat is spreading over the range.

Four bridges have recently been flung across the river. Settlement, checked for a while, is flowing on with increased impetus to the edge of the Belt Mountains. And on into the warm fruitful valleys beyond. Diversified farming has already enormously increased agricultural production.

Here and there pockets of minerals have been opened. In South Dakota the greatest gold mine in the world is operating within sight of the best alfalfa-seed farms in America. Within a small cup in the mountains of Montana, two billion dollars' worth of copper and allied minerals have been mined. At Great Falls alone 150,000 horsepower in electricity is being generated. Washington can supply the nation with coal for 126 years. And the timber of the Pacific Coast is inexhaustible.

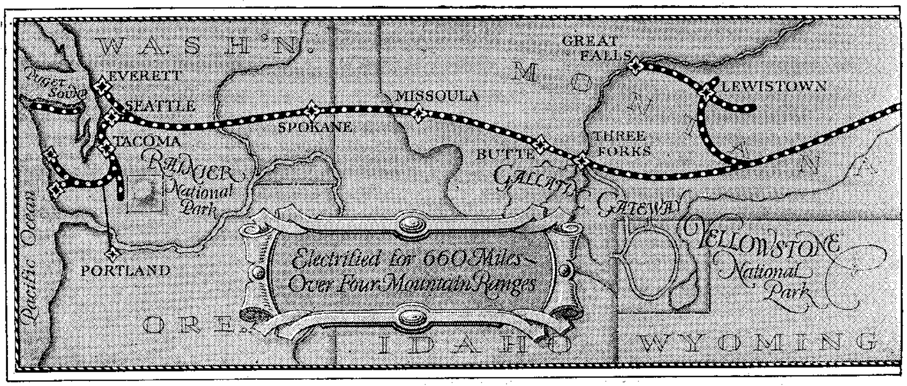
Spirit of the Northwest

For those who have not seen the new Northwest a revelation waits. Even towns of a few thousand inhabitants possess well-paved streets, white lights, thoroughly modern hospitals, schools, stores, equipment, the latest fashions. There is no isolation. Young blood is pouring in, impatient at the dull monotony of old communities, and insisting upon the utilization of every modern invention.

Great regional centers and industrial communities, such as Chicago, Milwaukee, Minneapolis and St. Paul, Butte and Great Falls, Spokane, Seattle and Tacoma, are increasing with wonderful rapidity in size and importance.

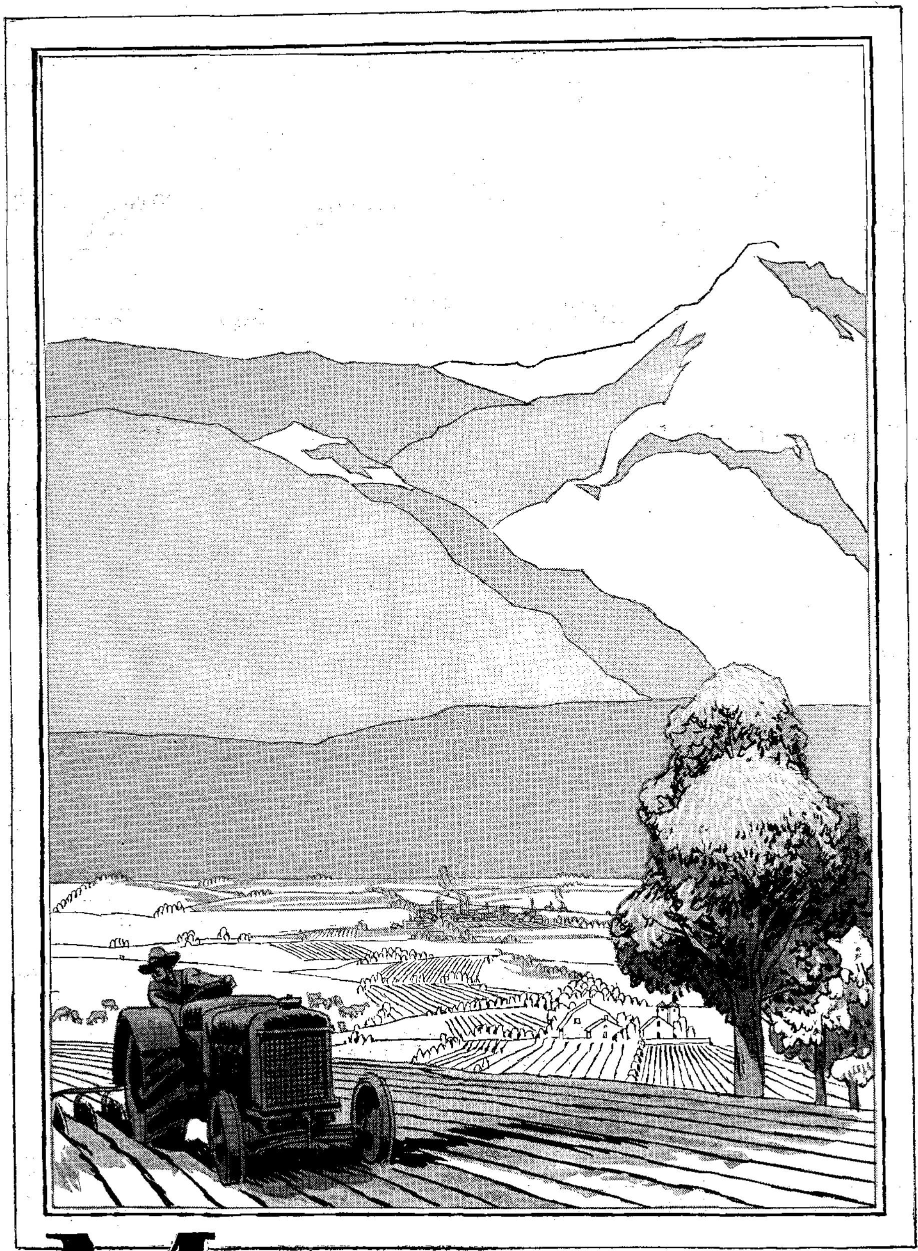
SHORTEST AND MOST MODERN
ROUTE TO THE
PACIFIC AND FAR EAST

The



The recognized route between Chicago, Milwaukee and Twin Cities,

the New—the Challenge of the West to be—



What the railroad has done

The railroad, cutting through the mountains and sweeping across the plains, has opened up this last great block of the nation to settlement and development.

The Chicago, Milwaukee & St. Paul has 11,000 miles of track linking up the important points from Chicago to Kansas City, Omaha and Sioux City; to Milwaukee, Upper Michigan Peninsula, Twin Cities; and to Spokane, Seattle and Tacoma, and the Olympic Peninsula. Its connecting lines and spurs form a network over the Northwest.

Like the great artery of a powerful body, surging with life, this railroad system brings nourishment and energy to the vast territory it serves. Machinery, tools, manufactured products, pure-bred stock, high-grade seeds, and people in an endless stream, pour through it into the Northwest. Pulsing back comes the torrent of raw products upon which the industrial centers of the East feed. The railroad brings life to the Northwest; and the Northwest gives health and strength to the railroad.

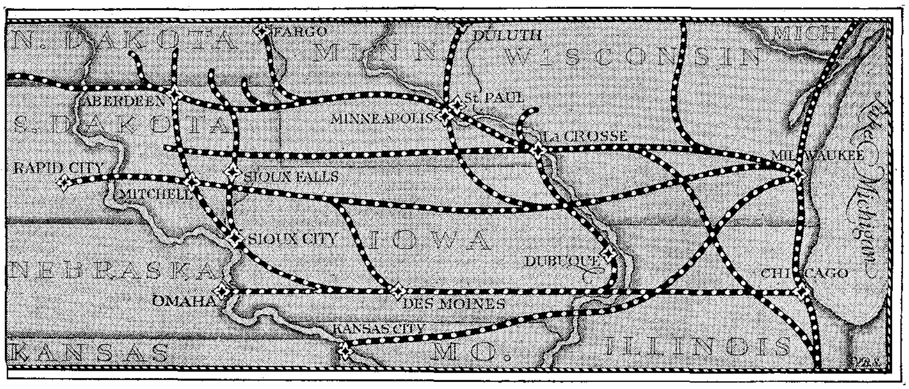
The Chicago, Milwaukee & St. Paul is *electrified* 660 miles across four great mountain ranges to shipside on Puget Sound. This is one of the greatest achievements in modern railroad engineering. The power used is generated from the enormous hydro-electric resources of western Montana and Washington.

It is the shortest line from Chicago to the Coast

Take your trip to the Coast over this route—where the highest peaks, the greatest rivers, the most splendid plains, the most bounteous valleys, and range after range of glorious mountains, are all incidents. Let its startling beauty refresh you; meet the promise of its opportunities with a rested body and a clear mind.

MILWAUKEE ROAD

TO PUGET SOUND
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY
ELECTRIFIED



Kansas City, Omaha, Des Moines, Sioux City, Butte, Spokane, Seattle, Tacoma

Room 884, Chicago, Milwaukee & St. Paul Railway
Union Station, Chicago, Ill.

Make a check before the region that interests you. We have the closest co-operation with Chambers of Commerce and other business organizations who will supply you with detailed information.

☐ Puget Sound
☐ Inland Empire
☐ Industrial Montana
☐ Kansas City
☐ Agricultural Montana
☐ Eastern Dakotas
☐ Omaha—The Western Gate
☐ Minneapolis-St. Paul
☐ Wisconsin
☐ Iowa
☐ Upper Missouri R. Valley

Name ____________

Street ____________

City ____________ 2-G

lordly floors, rare rugs have been especially woven, while all dressing-cabinets have been built into the walls of the bedrooms, so that, when the drawers are closed, the wall design is innocent of all hint of the toilet.

Two modes of furnishings are very chic at the present time—wood paneling, largely imported, piece by piece, from the manor houses of England; and especially constructed bar-rooms with brass rails and beer engines, tiny, but complete. . . . In one apartment stands a steel safe seven feet high, and when its owner has turned the combination handles and swung back the massive door, there stands before you, row on row, a collection of rare old vintages and liqueurs, as dazzling as it is priceless.

The most important factor, however, Mr. Chase assures us, is the outlay, not for rent, but for furnishings:

One simply is not settled, if the decorations do not reach $100,000—the operation being frequently on the principle of giving the interior decorator *carte blanche*. For the fauna of the Avenue is perhaps equally compounded of real swells, and of butter-and-egg men whose children are destined to be real swells. (Not to mention a liberal sprinkling of apartments reigned over by that particular variety of blond which gentlemen are said to prefer.) Imported fireplaces are strictly in order, as are beamed and frescoed ceilings. Meanwhile, in order that the master may not grow irritable waiting for his half grapefruit, electric clocks are sunk into kitchen walls, and regulated from the central office. Of servants' bedrooms, the average size is six by eight feet.

For those unduly irritated by the servant problem—in this heaven it is no more settled than upon earth; and for papa and mama—or popper and mommer—after the children have married and departed, there is the apartment hotel, of which the Ritz Tower is the outstanding exhibit this year. In these, instead of maintaining ten or twelve rooms with a corps of one's own servants, one may live with equal luxury in three or four rooms, the house providing all services, including those of maid and butler, with meals served in one's rooms or in the exquisite restaurant below. For this snug home life, one pays in the neighborhood of $3,000 per room per year in rental alone.

Even the fabulous profits of the war period, we are told, did not produce such a crop of million-dollar incomes as has matured since then. Of the 15,000 millionaires in the United States, 207 individuals had an income of more than a million dollars in 1926—the largest number on record. The writer specifies:

At the head of the list stands Mr. Henry Ford, with a private fortune of some $300,000,000, and sole ownership of the Ford Motor Company, for which Mr. J. W. Prentiss has on three separate occasions tendered one billion dollars. Thus Mr. Ford's total resources are in the neighborhood of $1,300,000,000 (in which both his son Edsel and Mrs. Ford share). The second greatest fortune is undoubtedly that of Mr. John D. Rockefeller, Jr., and the third, probably, that of Mr. Andrew J. Mellon, the Secretary of the Treasury. There are at least a score of individuals worth one hundred millions or more. There are more multimillionaires in the United States than in all the rest of the world combined, even if we include the quasi-governmental wealth of the princes of India and the East. Columbus revealed a continent which was destined to be richer by milliards than that he sought. Richer in money, if not in craftsmanship and beauty.

We note apartment houses with sixty millionaires under a single roof! Along the whole stretch of the Avenue, perhaps 3,000 are on exhibition, while another thousand have the spending of the income on a million—$50,000 and upward a year. And spend it. For here live the ultimate Joneses; if we can keep up with them, life has no further crowns, no further penalties. Through the service entrances, and up the service elevators, pours the quintessence of what money can buy. Lorelei Lee, we remember, turned back contemptuously from all the capitals of Europe, and headed straight for Park Avenue, the only spot from which shopping could be conducted properly. Nor could one ask for a sounder judge of values.

The gross volume of that shopping has been summarized by the Park Avenue Association, as follows:

Between Thirty-fourth and Ninety-sixth Street—a distance of about three miles—there live some 16,000 persons—roughly, 4,000 families. For the year 1927, the Association expects them to spend the staggering total of $280,000,000, or $70,000 per family. The average income, after allowing for savings and reinvestments, is probably in excess of $100,000. Well may the Association say that "Park Avenue leads the world in concentrated buying power." Nothing like it has ever been seen on earth before.

The Association goes on to give us the details of that gargantuan spending, being careful to point out that its estimates are probably 25 per cent. below the actual figures, in order to state the case conservatively. In the aggregate, 4,000 women and their daughters will spend $85,000,000 for clothes of all kinds—about $21,000 per family, including one mother and one daughter. Fathers and sons will spend about $18,000,000 for clothes—a little more than one-fifth of the outgo for the women—say, $4,500 to tailors and shirt-makers, per family. What it costs to maintain a wife who keeps up with the procession could scarcely be better demonstrated. Let the young man of fashion budget his own outlay for clothes, multiply it by five, and see if he is prepared to meet the Park Avenue standard!

The total outlay for rent and furnishings, including pictures and antiques, is over $58,000,000, about $15,000 per family. For food and restaurants, the Avenue will spend $32,000,000, or $8,000 per family. For jewelry, it will spend $20,000,000, $5,000 per family. For motor cars and garaging, $16,000,000, $4,000 per family. For travel, $15,000,000; for beautifying and perfumes, $8,000,000; for yachts, $7,000,000; for theaters and cabarets, $5,000,000 (an absurdly low estimate, says the Park Avenue Association); for flowers, candy, and gift things, $10,000,000.

And for charity, which covereth all, $5,000,000.

The Association discreetly refrains from estimating the total spent for liquor, but the New York *World*, following the same system of statistical analysis, computes an outlay of $15,000,000, or just under $4,000 per family.

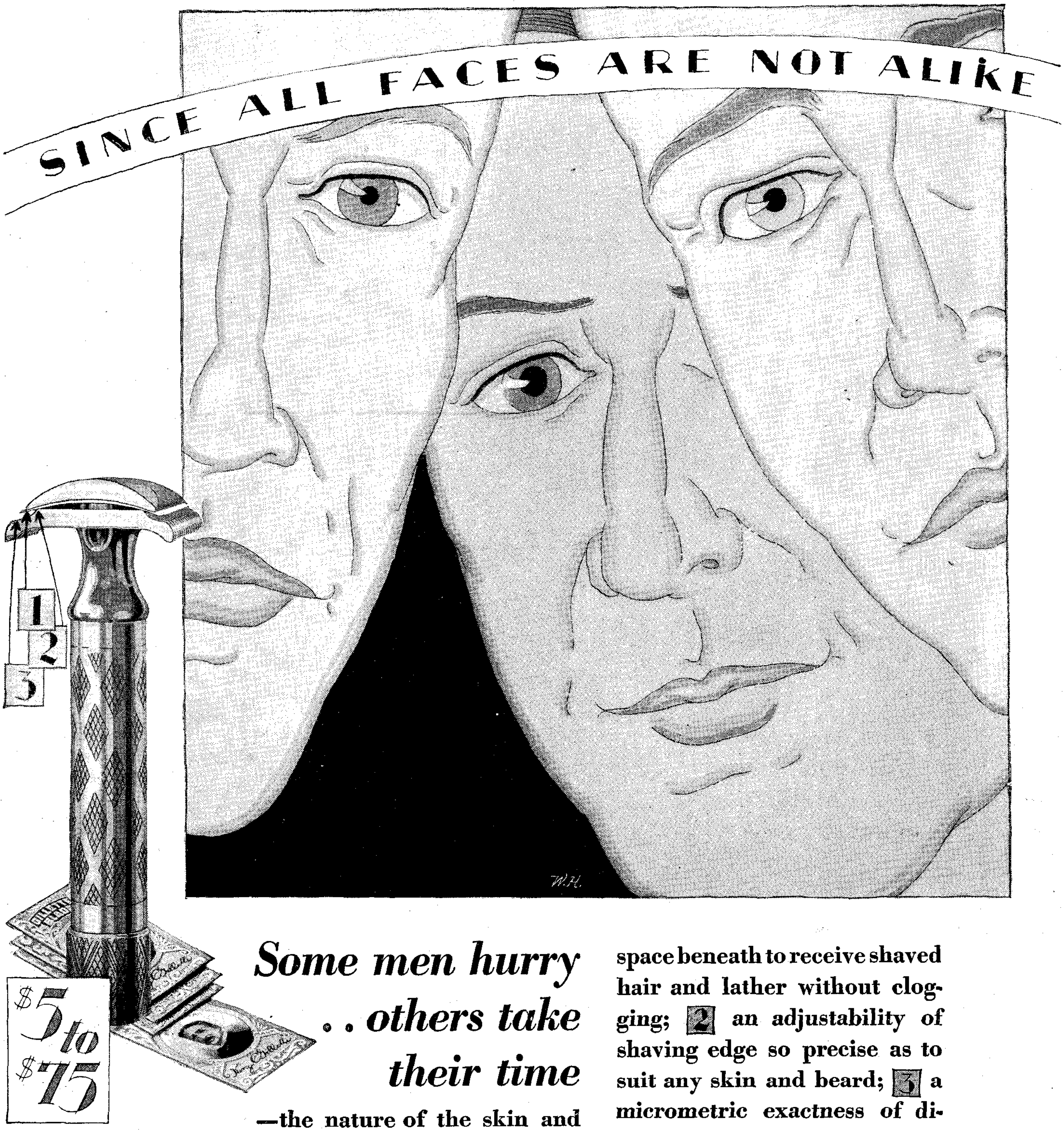
The modern merchant, we are told, has not been slow to see the desirability of diverting this golden Niagara into deserving channels. Indeed, it is probably the chief purpose of the Park Avenue Association to husband that diversion. We learn further:

The Association is the creation of one H. Gordon Duval, and it consists of two branches. The "residential division" is the high-hat branch, and is composed of residents of the Avenue, who pay $26 a year dues in the interest of architecture and exclusiveness. When a bus route threatens its dignity, Mr. Duval, buttressed by legal counsel and a delegation of members, appears in high indignation before the City Board of Estimate. What board could fail to listen sympathetically to the accredited representatives of 3,000 millionaires?

The other and less exalted division is composed of some 1,200 merchants who live on or near the Avenue. Each pays $52—just twice the high-hat rate—and by way of compensation, it is stipulated in the bond that each member merchant shall be loaned a list of names, addresses and telephone numbers of those who live on the planet's gaudiest thoroughfare. So diligent has been the use made of these lists that some of the listees are beginning to protest. They allege that when they are not answering the telephone in connection with a new shipment of Harris tweeds, they are blunting paper cutters opening letters from the Adorable Model Co., Inc. Thus Mr. Duval would seem to be in danger of having a schism on his hands. But a man who can drive 3,000 millionaires abreast will doubtless be more than equal to the occasion.

Indeed, to live on or near the Avenue places one automatically on the key "sucker list" of the country. It is one of the responsibilities of the office. (If the phrase offends, "plucking the lilies" may be substituted, on the suggestion of the Better Business Bureau.) To suckers or lilies—please yourself—the glad tidings are brought, by a staggering postman, of beauty salons, night clubs, investment opportunities, facilities for the chemical analysis of alcoholic beverages, flowers, pearls, exclusive marble mausoleums with embalming services included, drives for unnumbered charities, motor-cars with long and haughty hoods, insurance, round-the-world tours, perfumes to blend with our personalities, auctions of genuine antiques (early English is the latest on the Avenue), French models for the little ones (a charming frock for a 6-year-old, and only $125). Recently the file containing the mail matter sent out by a stock-selling promoter to one prospective customer was analyzed. The file weighed eleven pounds and represented ninety-one different mailings. One hundred and twenty-five envelops were used. There were forty-one letters, seventy-nine multigraphed pages, fifty-two newspaper enclosures, thirty-four return post-cards, and seventy-two subscription blanks. The cost of the printing alone was estimated at $29.26.

To many dwellers on the Avenue, success has come from spirited salesmanship. To become now the target, rather than the arm that bends the bow, may be occasionally annoying, but is understandable. It is enough to cap the pyramid of the power which turns a million wheels, and animates a hundred million breasts.


SINCE ALL FACES ARE NOT ALIKE
1
2
3
$5 to $75
W.H.

Some men hurry . . others take their time

—the nature of the skin and beard of every man differs from his neighbor's.

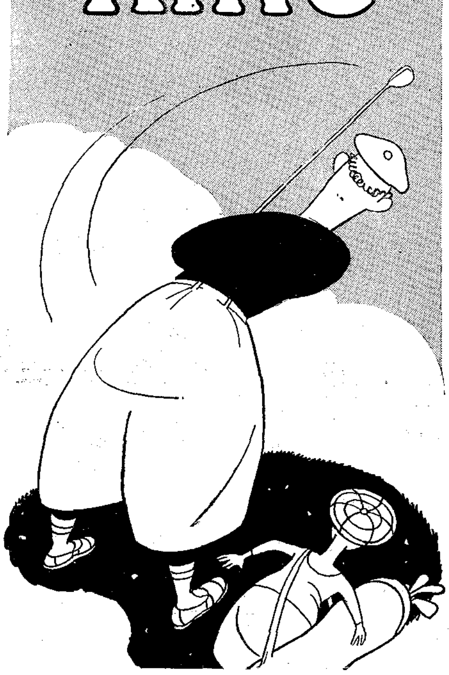
The New Improved Gillette makes shaving comfortable and enjoyable to ALL. It has 1 a shaving edge with ample space beneath to receive shaved hair and lather without clogging; 2 an adjustability of shaving edge so precise as to suit any skin and beard; 3 a micrometric exactness of dimensions that makes it *the hand-tailored razor for your face* . . . Get a New Improved Gillette today and your shaving troubles are over.

THE GILLETTE SAFETY RAZOR CO.
BOSTON, U. S. A.

Whether you have a beard "like wire" or as soft as silk, your GOOD shave will become a PERFECT shave if you read "Three Reasons." On request we will gladly send you a copy, free.

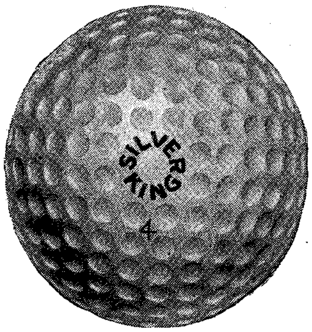
MADE IN U. S. A.
TRADE **Gillette** MARK
KNOWN THE WORLD OVER

Play the SILVER KING*



WHEN a par on the 18th will beat your best previous score, go after it hard with a brand new Silver King. The psychology of playing the best ball made means a great deal when you've got to make a score or break an opponent's heart.

Golfers who play the Silver King find they get 15 to 25 yards longer flight. *Reg. U. S. Pat. Off.



[IMPORTED BY]
John Wanamaker
NEW YORK CHICAGO
BOSTON MEMPHIS
PHILADELPHIA LOS ANGELES
Wholesale Golf Distributors

WHERE RADIO AND MOTOR ARE UNKNOWN

TANNU-TUVA, said to be the smallest republic in the world, still offers an unspoiled refuge from civilization, one last spot where the telephone never rings and the motor-horn never honks. Such is the message one gathers from a recent bulletin of the National Geographic Society. For those who desire to flee thither at once, the writer of the bulletin adds that Tannu-Tuva is in the domain of Soviet Russia, and lies "somewhere between the deep Siberian forests and the vast Mongolian desert," in a valley just north of the Tannu Mountains and southwest of Irkutsk. There the Uriankhai or "forest dwellers" have long roamed in peace, their very existence known only to a few Russian traders and government agents. We read further:

> The Uriankhai resemble the round-faced, slant-eyed Mongolians to the south and east of them, but lack the aggressiveness of their Oriental neighbors. Hidden away in their valley domain, they eke out a lazy day-to-day existence with their deer herds. The animals are tame and require little attention. As a result, the Uriankhai spends most of his time lounging about his teepee. Often as many as 600 deer will be seen around a tribal camp of twenty to thirty teepees. They graze all day and at nightfall not only return to the camp but to the teepee of their individual owners. Only the offspring has to be given special care, and the women do that.

One gathers that the docile deer is a regular meal-ticket to Mr. and Mrs. Uriankhai and all the little Uriankhais. Goodness only knows what these artless people would do without their four-footed friends. Perhaps they would even be forced to go to work, and grow civilized, and conquer their neighbors. There seems to be but small chance of that, however, for the deer are content to stick around and save their human exploiters from the bother of making a living. What the date-palm is to the Arab, the deer is to the Uriankhai, and then some. Thus:

> Deer milk, deer meat, and tender roots are the principal foods of the Uriankhai, and for clothing they wear deer-skins. When they go hunting they use the deer for transportation, and the fleet-footed animal is even "charged" with responsibility for Uriankhai intoxicating liquors. Spirits are crudely distilled from fermented deer milk.
>
> When the women are not busy with the herd, they dress hides. With the aid of deer milk and a wooden comb they work the skins until they become as soft and fine as if tanned by modern methods. The teepees are usually full of skins ready to be made into clothing, and other skins for mats, harness, and for trading.
>
> Modern "flappers" would envy the Uriankhai winter dress, when the tribesmen and women are entirely clothed in furs. Sable, lynx, and roe deer cover the Uriankhai's body, while their boots are usually of roe deer or musk deer. The cone-shaped hats of the natives are made of black astrakhan turned inside out and covered with colored cloth. A leather belt from which hang a Russian knife and a Chinese pipe complete the Uriankhai outfit. The young girls dress like the men, but the married women wear longer and looser garments. In the summer they don loose-fitting garments of blue cloth acquired from Chinese traders.
>
> Perhaps few nomad tribes move as little as the Uriankhai. Only twice a year they roll up the bark teepee covers and seek new camping-grounds. Their wanderings are at the convenience of their reindeer herds. In the summer the valley forests become too hot, so the tribesmen seek higher ground.
>
> Unlike most nomad peoples, the Uriankhai have no enemies, because the natural difficulties of their valley have kept them almost untouched by outside influence.
>
> In the autumn, while the women break camp and move back into the valley, the men hunt for hides for the winter trading season. From the Russians and Chinese they get tea, sugar, wheat flour, tobacco, snuff, and other luxuries. Sometimes a few weeks of hunting will net enough marten, fox, roe deer, glutton and snow leopard hides to buy a year's supply of luxuries and pay the tribute demanded by their chieftains and the Russian Government.

Even a jazzless paradise, however, has its serpent, and life is not all peace and joy in Tannu-Tuva. Thus—

> Altho an Uriankhai would not exchange his valley home for the more civilized world, and appears to have all his heart desires with little effort on his part, his face is stamped with sadness and melancholy. Most of the tribesmen are Buddhists, but they still cling to the nature worship of their ancestors. They live in constant fear of the gods of the mountains, rivers, and forests. Explorers can not get an Uriankhai to accompany them on mountain-climbing expeditions, for they believe the mountain peaks are the abodes of certain spirits that they dare not molest.
>
> Throughout the valley are rudely cut stone images which the Uriankhai hold in veneration. They will tell nothing of their origin, but hint that the strange gods were made by a strange race. Some of the images are brightly painted or wrapt in colored cloth. The more fertile the fields or productive the forests, the more images are to be seen. They remind the stranger of scarecrows in a tobacco field. Occasionally an Uriankhai is seen undrest, bowing before an image and beating his forehead with the palms of his hands. In some camps small poles dangling with white rags are placed at the door of each teepee to scare away the demon of sickness.
>
> When an Uriankhai tribesman dies, his body is placed in an open field. The tribesmen know of no form of burial. They believe a good man is devoured by the beasts and birds of prey, but bodies of sinners remain untouched. The cemetery is marked by a white flag, which is placed as a warning to strangers that a native of bad character may have recently been laid to rest there.
>
> For music the Uriankhai sings and plays a flutelike instrument. Instead of blowing into the instrument, sound is produced by drawing in the breath, and the result is a mournful tone. It sounds somewhat like a bagpipe, but perhaps the Scotchman would not appreciate the comparison. The witch doctor's drum, trumpets, sometimes ten feet long, and a two-stringed violin make up the rest of the native orchestra. Wrestling is a favorite Uriankhai pastime.

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HOW "MRS. E" HAS BOUGHT AND SOLD THIRTY BILLIONS IN BONDS

HER WORK IS FUN—"pure, unadulterated joy," declares Wall Street's famous woman trader in Liberty bonds, who has handled $38,000,000 in a single day's trading over the telephone, and "as high as $5,000,000,000 in one year, setting a record for Wall Street." And the vivacious "Mrs. E" added, in further expression of her satisfaction with her job, such spontaneous phrases as "very exciting," "thoroughly exhilarating," and "altogether stimulating." As reported by Carol Bird in the Philadelphia *Public Ledger* magazine, the total tradings of "Mrs. E" during the ten years that Liberty bonds have been on the market have amounted to $30,000,000,000, "which means that she has handled the whole Liberty issue almost twice over." Small wonder that this unusual woman added: "Oh, I take it seriously enough! Don't imagine for one minute that I don't. But I enjoy it also. It is like a tremendously interesting game to me. It is the only game that affords me pleasure and pays me money at the same time. All the other games I have to pay to play."

Hitherto known in the financial world almost solely as "Mrs. E," we are now given a more intimate picture of her as Mrs. Irma Dell Eggleston, described as "in her middle thirties, with sleek, black hair combed in a slick, tight fashion away from her face, which has an interesting, masklike quality. Perhaps card sharps would term it a 'poker face.' Her eyes are dark, penetrating. She is somewhat below the medium in height, inclined to be a little plump." The interviewer asked her to give some account of the daily job she found so stimulating, and Mrs. Eggleston obliged in this vigorous style:

Keystone View photograph

A TRADER IN UNTOLD WEALTH

The mysterious "Mrs. E," whose swift and exciting operations as a Wall Street dealer in Liberty bonds have broken all records.

"My work as a trader is distinctly high-tension work. I must work under pressure virtually all the time I am in my office. The question of time is involved in buying and selling bonds. If I have a large amount of Liberties to sell, it is up to me to place them at the best figure I can get immediately. For instance, supposing a customer asks me to dispose of $1,000,000 worth of bonds. It all depends on circumstances, of course, but sometimes I figure that this customer has six millions' worth of bonds and has placed the other five millions with other firms. Split them up. It is up to me to offer this million for sale at once—quickly—and get the best price I can before the other firms get busy placing theirs on the market. Do you see?"

Mrs. Eggleston verbally juggles millions as unconcernedly as other people deal in mere hundreds or thousands.

"Virtually all of my work is done by telephone," continued Mrs. Eggleston. "This was not the case during the war, when I frequently had personal dealings with buyers and sellers of Liberty bonds. Now, however, tho I handle all the buying and selling of Liberty bonds of our firm, naming my own figures, my work is all by telephone. I sit at a long trading table in the bond department, and there are about nine or ten other traders—all men—seated around the table with me. There is a network of telephones before us, so constructed that rapid connections can be made, we can listen in on various lines, take messages for each other.

"I arrive at my office about 9:30—sometimes as late as 10—and remain there until the day's trading is over. I do not leave the office, or the trading table, even for luncheon or a stroll at noon. My luncheon is brought to me and I eat it at the trading table. Usually it is a light one, consisting of milk and a sandwich.

"Because millions and minutes are involved, and a great responsibility is mine, I must work under tension, counting each minute's delay a possible lost opportunity. Always I must have my wits about me. I dare not grow slack for an instant.

"My work involves the making of quick decisions. As I am known familiarly in Wall Street as 'Mrs. E,' customers of my firm ask for me by that name. The telephone conversations are brief and brisk. I must necessarily make snap judgments, have prices to quote swiftly and without undue hesitation. A man calls and asks me to sell several millions' worth of bonds. I must in turn get a customer for them and ask a certain price for them. Or if some one calls me wanting to buy I must quickly name a price which will render the sale profitable to my company and at the same time have it acceptable to the customer.

"Certainly I have learned much from voices; have come to know the personality of people at the other end of the wire by the timbre of their voices or their telephone manner. My ear has become a trained instrument. Through it I can sometimes divine whether I am being offered an entire quota of bonds or only a part of them. What figure will be acceptable, which one rejected. All of the people I deal with by telephone I find to be suave, courteous, tho usually brisk and decisive. In most cases they are men.

"Time is money in Wall Street. There must be no hemming or hawing or vacillation. Speed. Quick answers. Hastily given prices count."

Here the interviewer asked her to name the most important qualifications for a woman in such a job as hers. Mrs. Eggleston specified tact and intuition, and went on:

"Most successful women in business and not only those in the financial district, possess, I think, these qualities. They are of tremendous importance. When dealing with customers I use all the tact I can muster. I mustn't force an issue or a sale. I must give the impression to the seller or the buyer that he himself is making the ultimate decision, not I.

"I think women have another quality that makes for success—in Wall Street or other lines of business. They have a certain modesty, a pleasing humility. By this I mean that no matter what high places they achieve in a profession or in trade, they are not usually offensively aggressive. This can not always be said of men. This aggressive quality in the male often offends, irritates, militates against the putting over of a successful sale or deal.

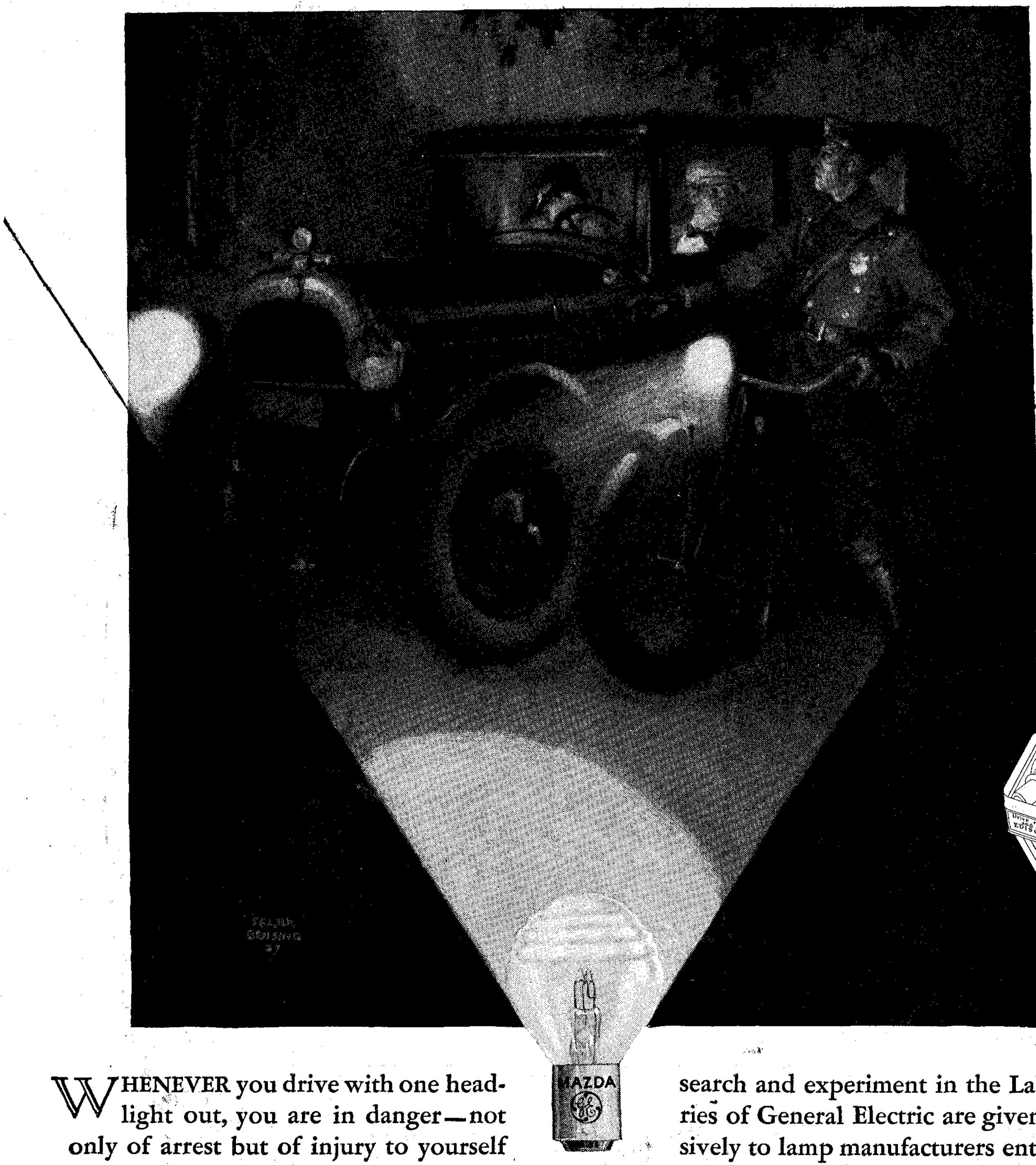
"Many people are annoyed by the bristling, aggressive manner. They prefer to seemingly lead, not be led. They don't want to be bossed into doing anything. Women as a rule are not anxious to impress people with their importance.

"I believe that this tact, this lack of the strong aggressive quality, also accounts for the reason that so many women hold executive positions without unduly angering the men who are their subordinates. At best it is not any too pleasant for men to have women bosses. I can see the men's view-point in this. But with very few exceptions I think women employ their tact to make matters run smoothly in this respect. I have during my years of trading had many men work for me, but our business relations have always been pleasant ones. I know of many cases where women are virtually the heads of various enterprises, tho they are without titles and men get the credit for being the actual officials. But the tactful women defer to the men. They do not thrust their business superiority or business acumen upon them. Neither do they resent the fact that they are doing pretty much all the important work and getting very little of the credit for it. With them success counts. They would like recognition, but they won't quarrel about it.

"They know their ability is valued or they wouldn't be holding down their jobs. So they can very well afford to be somewhat humble. The time is coming when women will invade the business world in larger numbers. They will hold higher and more responsible positions than they have now, and they will be paid accordingly.

"I do not believe for a minute that it hinders in any way a woman's responsibilities as a wife and mother and home-maker for her to work at a congenial task outside her home. Women somehow are managing to swing two important jobs these days."

Light up....for security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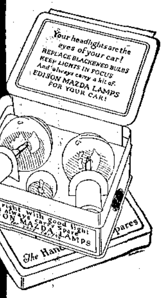
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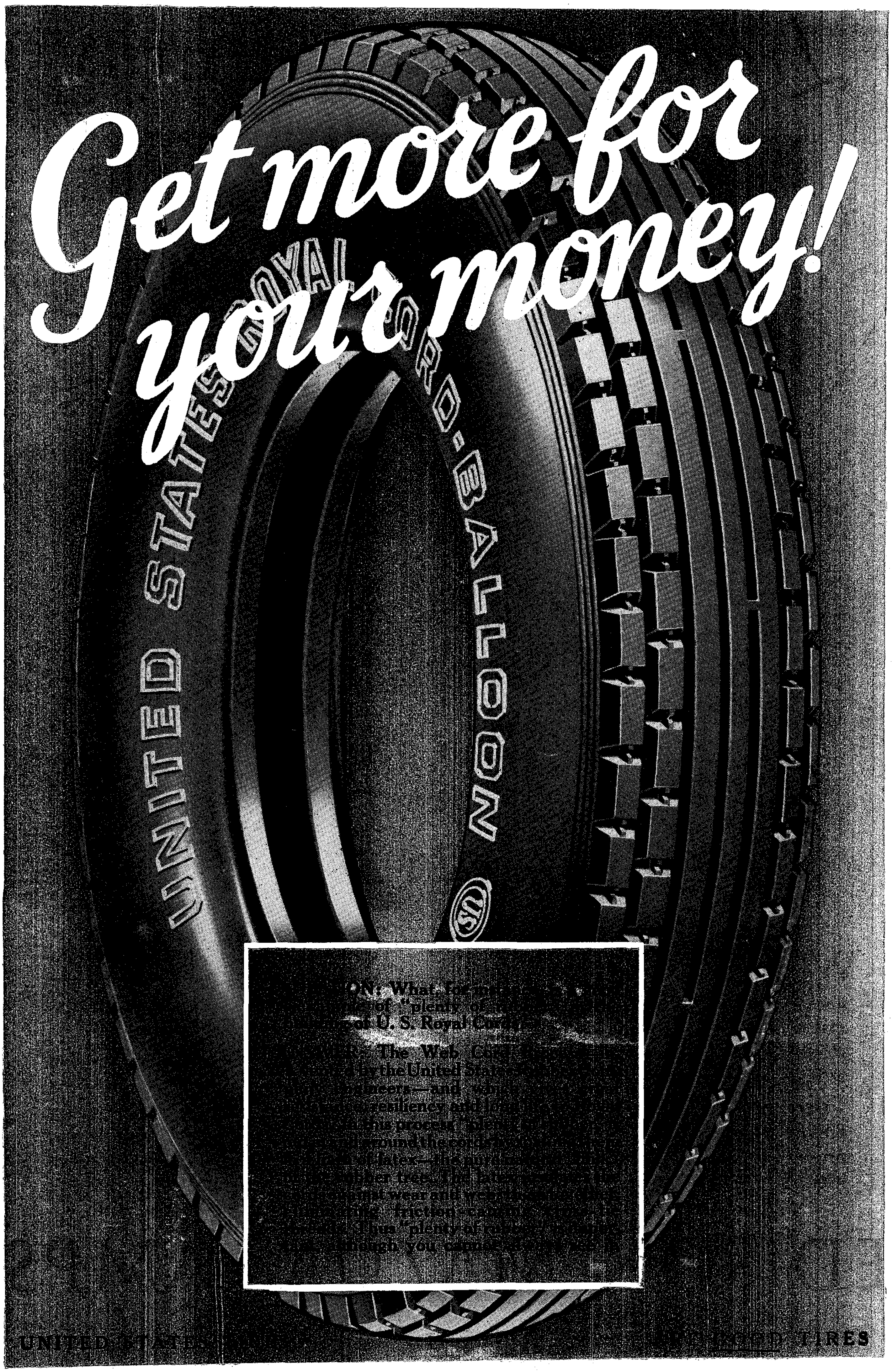
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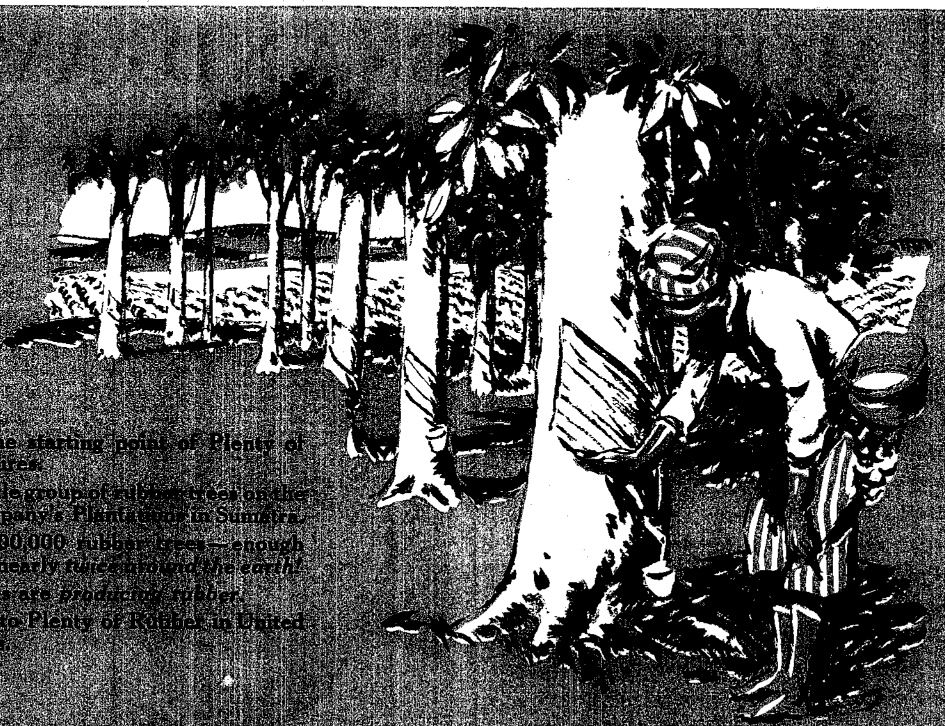
[illegible] ON: What, for [illegible] of "plenty of [illegible] of U. S. Royal Cords [illegible]

[illegible]: The Web Cord [illegible] by the United States [illegible] engineers—and [illegible] resiliency and lo[illegible] this process [illegible] around the cord[illegible] of latex—[illegible] rubber tree. [illegible] wear and we[illegible] friction [illegible] Thus "plenty of r[illegible] though you cannot [illegible]

UNITED STATES [illegible] TIRES



Out in the Far East is the starting point of Plenty of Rubber in United States Tires.

Here is a drawing from a little group of rubber trees on the United States Rubber Company's Plantations in Sumatra.

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We shall have to ask you to take our word for it—until you *prove it for yourself* on the wheels of your car.

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IN
U.S. ROYAL CORDS

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MOTORING AND AVIATION

WHEN A FLOCK OF CONDORS IMPERILED DE PINEDO

International Newsreel photograph

ITALY'S LONG-DISTANCE ACE

De Pinedo's determined cast of features may remind some of our readers of the iron countenance of Mussolini, whom he much admires.

SWARMING ABOUT THE SPEEDING PLANE over the Brazilian jungle, where a forced landing would have meant almost certain death from starvation or worse, a flock of black condors, the greatest and swiftest of soaring birds, charged and wheeled, and charged again, swooping closer and closer in unquenchable curiosity, and goodness knows what wild instinct of outraged sovereignty. In momentary dread lest one of the huge creatures, with its wing-spread of ten or twelve feet, should foul the propeller and bring down the plane, de Pinedo resorted to all the maneuvers and trick stunts in his gamut of airmanship. Diving, soaring, speeding, looping, tumbling, he sought desperately to shake off this terrifying pursuit, only to find himself still the quarry of an ever-augmenting flock of the great birds of prey. Such is the weirdest of the many adventures that the great Italian long-distance ace has now to relate to his complimentary King, and to Premier Mussolini, who was the first to embrace him when he landed at the mouth of the Tiber the other day at the completion of his 25,000-mile air journey, which carried him twice across the Atlantic. In a signed article he had contributed earlier to the New York *World*, he tells us that it is not easy for him to select "the most thrilling, most dangerous and most dramatic moments" he went through on his hazardous journey across two hemispheres. There was, he recalls, "that pitch-dark night below the Equator when I flew over the Atlantic amid the torrential rains and furious, ever-changing winds of a tropical storm, facing the peril of being hurled down into the black mass of raging waves 2,000 feet below." And there was the flight across our own Rocky Mountains, "in a foggy, nebulous air when the peaks were hidden in a heavy veil of mist and would loom up so suddenly that a fatal crash seemed inevitable." But these and other perils that punctuated his aerial Odyssey are dominated in retrospect by the vision of those indignant condors—surely the strangest and most picturesque encounter yet logged in the annals of aviation. Thus:

We were flying over the jungles. There was no river in sight where we could make an emergency landing, the atmospheric conditions were bad—clouds hanging below us as if they had been caught in the trees and clouds above us, in fantastic formations, accentuating in a peculiar way the strange and forbidding character of the country. It was a region which no white man ever before had seen and which, I suppose, was unexplored even by the native Indians. It was a desolate prospect!

Suddenly, as if shot out of the mist and clouds, came a flock of black birds, speeding toward us, growing bigger and bigger as they came. In a few seconds they were so near that the wings of the machine almost struck them. They were condors, the kings of the air above the Brazilian forest waste.

The condors, as every one knows, belong to the family of vultures, and are the largest of existing birds. They measure four to five feet from beak to tail. It is a gruesome sight to see these huge birds sailing the air in flocks, driven by hunger and hunting for food. They are bold, fierce, and so strong that they attack and kill large animals, such as sheep, goats, and deer.

When I saw them coming nearer to the machine, I was not afraid of being attacked, but of something worse. I knew that if one of them should fly into the propeller, that would not merely kill the bird, but might wreck or disable the plane. This would have meant simply a forced landing upon the tree-tops of the jungle and a last good-by.

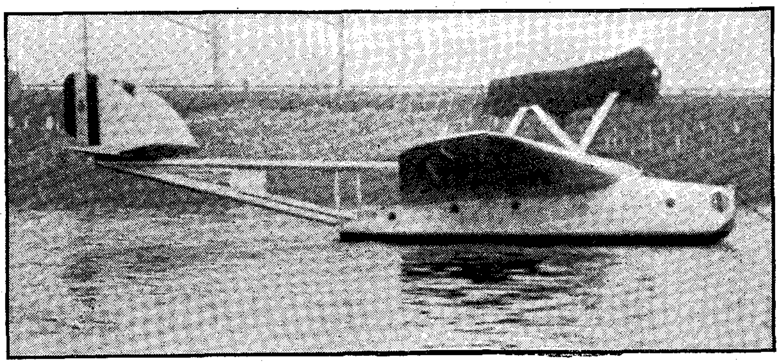
I began to perform my most erratic maneuvers in the air, making supreme efforts to dodge the huge condors as they circled around the machine. Sometimes, scared by the sound of the motor, they would disperse in all directions. But then again they would wheel about and come within a few yards of the propeller. I increased the speed of the airplane, which shot ahead with its greatest possible celerity. I flew higher and higher, and then again lower, always followed by a flock of condors or meeting new flocks that appeared from behind the clouds, then disappeared in the mist.

How long this weird race and maneuvering with the condors lasted, I do not know. They came and went, reappeared and vanished again, until I reached my immediate destination after the most thrilling experience of my life.

Describing the jungles of Brazil as they appear from overhead, the Italian air-explorer writes:

Imagine a vast, illimitable territory covered with dense wild vegetation of dark green color with the branches of huge trees so closely intertwined that no human eye is able to penetrate this wide-spreading, fantastic web. There is no change of scenery as far as eye can see; no sign of human life for hundreds of miles; the jungle below appears as one immense dark green carpet. It is worse than the dreaded jungles of Africa, the Dark Continent. In the African jungles there are paths, natural ways of travel, clearings and small lakes, and the light can break through the openings between the trees and the tangle of vegetation. The Brazilian jungles are impenetrable, inaccessible, with triple strata of vegetation—the grass and underbrush below, covered by medium-sized brush and shrubs, which again are surmounted by gigantic trees towering above them. It is a tideless ocean of branches and leaves with its surface 150 feet above the ground. The upper air is hot and stifling—one can feel the breath of the jungle.

It is easy to understand that flying above this wilderness is far



International Newsreel photograph

THE *SANTA MARIA II* IN NEW YORK

De Pinedo's second intercontinental plane, sent to him here to replace the one accidentally burned in Arizona. It is pictured afloat in the East River, after De Pinedo had come down in a fog, while flying from Norwalk to Philadelphia.

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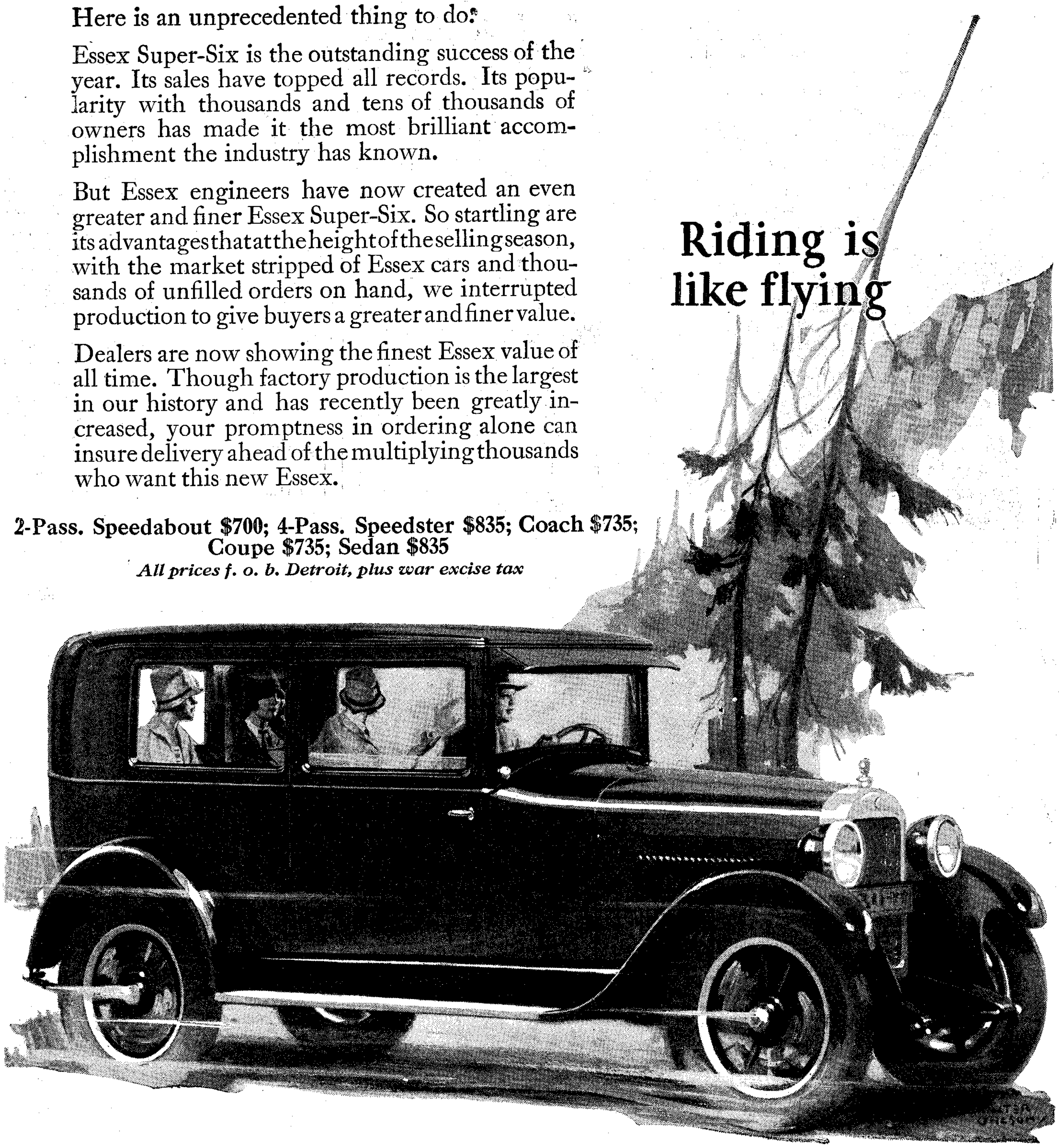

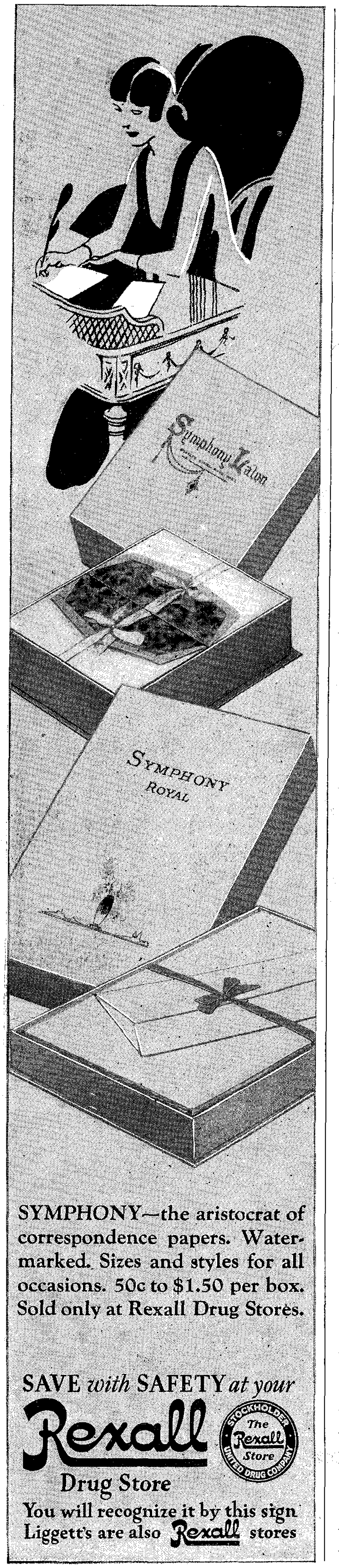

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MOTORING AND AVIATION
Continued

> more dangerous than flight over the real ocean. There is no possibility of landing anywhere in the jungle. In a case of emergency we must have landed upon the tree-tops, and with perhaps not a human being, certainly not one white man, around for hundreds of miles such a landing would undoubtedly have meant death.
>
> Of course, I was fully conscious of this danger during the flight across the Brazilian jungles, tho I had no time to think of the perils of the situation to anything like their full extent. I was too busy piloting the machine, and my mind was fully occupied by the use of the technical instruments and by the tense vigilance, which is the first duty and instinct of the pilot of an airplane. But I knew only too well that if anything went wrong, I was lost.
>
> I tried to follow the course of rivers—first the Paraguay River, and later the Amazon. But this proved impracticable for any length of time. Sometimes the giant forests obscured or quite concealed the river. Sometimes the course of the stream was too crooked to be followed by airplane. And so the course was determined by the compass, just as if we had been above the Atlantic Ocean.
>
> We made stops in small villages where the inhabitants had never seen an airplane; also in Caceres and in Guajaramirin, and in the cities of Manaos and Para. But even between the cities there were long stretches of jungle which we had to cross.
>
> On the way from Manaos to Para, the last and most severe test of my machine, another perilous adventure befell, when we passed through a tropical hurricane right over the jungle stretches I have described.
>
> It is difficult to imagine a Brazilian hurricane, for one who never saw it. It started with a torrential rain-storm, such as I never experienced before, not even when I flew across the Atlantic in the midst of an equinoctial storm. When I say it rained, I fail to express the deluge character of this downpour. I had the impression as if the water poured down in solid streams. Del Petro and Zacconi, my mechanics, who rode in the fuselage of the plane, thought that stones were falling, and that an irate god was bombarding us with the artillery of the sky. The cataracts descended, and for long seconds I couldn't see anything at all.

De Pinedo never lost control of the machine, but he tells us that "now it was merely a playball thrown up and down by the whims of the hurricane, high up in the air or down so low that it seemed not more than thirty or forty feet separated us from the ground and the dreaded jungle, with the tops of dead trees rising above the branches of the living ones like masts of wrecked ships." And he adds:

> It wasn't a regular flight any longer. Up and down we went, in a vertical zigzag line, unable to evade the clouds which sent down new cataracts of water, unable to defend ourselves against the lightning and thunderbolts playing all around us. And yet, my one thought in those moments was not escape from the tempest, but from the jungle which lay below us, dark and silent as a graveyard. The most vital task was to avoid a forced landing, not to be thrown down by the wind into this fatal web of trees and vines, where no living

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man ever dared to go, and whence no living man would be able to return.

The jungle reaches almost to the vicinity of the city of Para. When, at last, after hours of life-and-death struggle, we reached Para, it meant for us the end of the worst part of our journey—perhaps the most perilous journey a man has ever undertaken and come through. Tho I consider myself something of a philosopher and know no fear in the moments of danger when I am high up in the air, I was happy to have accomplished this part of my journey.

You see, one can be accustomed to facing death; one can develop stoicism amid the hazards of an adventurous life; one can even be reconciled to the idea of a violent death. But to perish in the jungles of Brazil, to be exposed to the attacks of myriads of wild animals and wilder savages in these impenetrable forests—this form of exit is too painful to contemplate.

I think I have seldom enjoyed such a sound sleep as on the night when we arrived in Para and knew that the Brazilian jungles were not below but behind us.

Of the flyer's triumphant home-coming in his plane, the *Santa Maria II*, we are told in a Rome wireless from a New York *Times* correspondent:

De Pinedo received an enthusiastic welcome from a vast crowd of several score thousands of people who lined the beach at Ostia and shouted and waved their greetings when his airplane hove into sight.

The *Santa Maria II* arrived off Ostia punctually at the appointed time, escorted by an escadrille of navy seaplanes. Its appearance immediately gave rise to truly remarkable demonstrations of enthusiasm on the part of the crowd.

After twice circling over Ostia, the *Santa Maria II* smoothly alighted on the sea in front of a float, on the end of which Mussolini and the highest State officials were gathered. De Pinedo, his navigating officer, Capt. Carlo Delprete, and the mechanic, Vitalo Zacchetti, were taken off in a motor-launch, which carried them over to the pier.

The cheering reached its apex when the three aviators, standing in the stern of the launch, raised their arms in the Roman salute toward the crowd.

As soon as de Pinedo jumped lightly from the launch onto the pier he was surrounded by the wildly excited, frantically cheering throng.

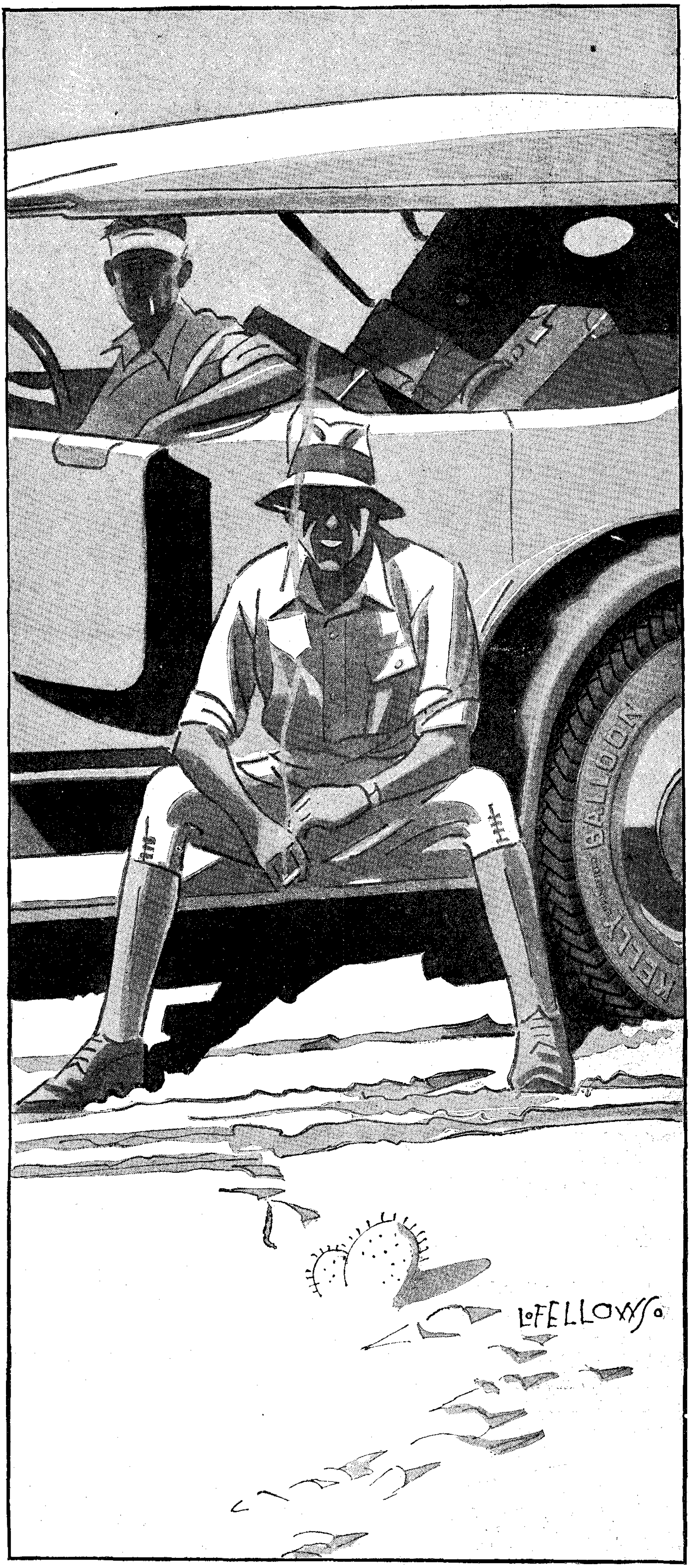
Mussolini was the first to shake the aviators' hands and to embrace them, uttering words of congratulation. His example was followed by Cardinal Vannutelli, Archbishop of Ostia.

When the excitement had died down somewhat, de Pinedo, Delprete and Zacchetti took seats in an automobile and started out for Rome between two thick lines of cheering people.

At Mussolini's express wish, the aviators preceded him to Rome to receive the full effects of the ovation prepared for them there.

The Italian press emphasizes the great technical importance of de Pinedo's flight. He set out to do something totally different from what Lindbergh and Chamberlin accomplished.

He purposed to prove that aviation has now reached such a pitch of perfection that it was possible, without any especial preparation, to fly over oceans and unexplored countries with a reasonable degree of safety. This he has triumphantly shown, the newspapers declare, despite the two incidents which twice threatened to cut his flight short.



"Boy, it certainly is hot! I hope your tires will stand it; I'm not hankering to do any changing in this sun."

"You won't have to—these are Kelly-Springfields."

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MOTORING AND AVIATION
Continued

A NEW FRANCO-GERMAN WAR—OF MOTOR-TOURIST ROAD-BUILDING

SHALL France or Germany capture the bulk of the American and English automobile traffic that sweeps southward each year for those tourist paradises, Switzerland and Italy? That question became a vital one when the French awoke recently to the significance of Germany's newly hatched plans for great motor highways from her seaports of Hamburg and Stettin, running down through Central Europe, roughly parallel and almost due south, to Switzerland and the Italian frontier. In consequence of which, as we learn from the Paris *Times:*

> France is alarmed. Such routes, if followed by American and English motorists bound for Italy and the Riviera, would deprive France of a large volume of tourist trade.
>
> The plans for the Hamburg-Milan and Stettin-Milan routes became a certainty at the Highway Congress in Milan, held recently. Immediately, French travel agencies and hotel associations asked their government what it was going to do about the situation. When these German highways should be finished, the launching of an international campaign of publicity for the routes would be a certainty. Germany, and also Italy, would claim in flaring posters and pamphlets and full-page newspaper advertisements, disseminated throughout the world, that these were the only practical routes to Italy and the Riviera. Many might take these statements for granted, and as a result France might lose a considerable revenue. What would the Government do about it?
>
> The Automobile Club de l'Ouest, with headquarters at Le Mans, evolved a plan, and its representatives have conferred with M. André Tardieu, Minister of Public Works, and M. Magnier, Director of Highways. The Club pointed out that the natural advantage is with France, but that the advantage must be capitalized at once. Existing national highways must be linked and improved, and so provided with direction sign-boards that an American or English motorist could follow the highway from Cherbourg to Nice or Turin without having occasion once to ask his way.
>
> If undertaken at once, the work could be finished in a year, and would not cost more than a few million francs. Thus, France would be in a position to advertise a France-Italy motor highway before the German route could be completed. The Automobile Club provided plans, which would link Italy with the French seaports of Cherbourg, Havre, and Saint-Nazaire. All three routes would meet at Tours, and continue along the great highway, swerving at Lyons for Grenoble, Marseilles and Nice, or continuing to Chambery for Turin and for Nice by a second route.
>
> Germany has been very active in recent years in efforts to attract American and English tourists, having recourse to such inducements as abolishing visa fees and granting reductions of one-third of the railway fare, with stop-over privileges, to travelers en route to other countries by way of Germany.
>
> French tourist agencies, however, feel that they have a natural advantage, provided that the matter of the highway is attended to. For American and English travelers, it is a shorter sea voyage to France than to Germany. Then, too, the longest of the three French highways to Nice would be 400 kilometers shorter than the German route. However, it is felt that very few tourists would like to make the trip to the Riviera and Italy without several stops, and the natural attractions of France, the châteaux of the Loire, the Alps of Savoy, the famous churches and scenic beauties, are counted upon to attract the tourists.
>
> The Cherbourg-Tours-Lyons-Grenoble-Nice road would be 1,221 kilometers in length. The route of Havre-Rouen-Tours-Lyons-Chambery-Turin would be 1,129 kilometers long. The Saint Nazaire-Tours-Chambery-Turin highway would measure 1,028 kilometers. The Hamburg-Nice route is placed at 1,607 kilometers.

THRILLS OF MOTOR RACING IN THE EARLY DAYS

A GAME old war-horse in his day was Joe Jaegersberger, the "Flying Dutchman," as they called him—tho he was born in Austria—until the sad moment in 1911 when his lusty-lunged racing-car, Jay-Eye-See, bolted through the fence with him on the dirt oval at Columbia, South Carolina, and ended his speed-track career and almost his life. Joe has had a longer and more stirring experience as a racer than perhaps any other man living, declares Mr. B. J. Paulson, who has been interviewing him, and who relates his story in *The American Motorist.* Taking the reader to the little shop in the little Wisconsin town where Joe now leads a quiet and crippled life as a manufacturer in a small way, Mr. Paulson turns on the spotlight, and Joe begins to talk—thus:

> "I was a lucky kid. They let me in on the ground floor—or maybe I sneaked in. Anyway, there I was, an apprentice in the Daimler Motor Works at Stuttgart, Germany, at the age of less than fourteen. While still a mere infant, I helped rock the cradle of the infant automobile—and, take it from me, it was some comical little brat in those days! And a husky one, too. Our plant was the birthplace of the Daimler car, and, later, of the Mercedes. I used to build 'em from the ground up—complete from radiator to exhaust pipe. None of this standardized, one-job assembly like we have to-day. A man wasn't considered a first-class automobile mechanic over there until he could knock down and put together a whole car, single-handed, tune it up, and make it purr like a happy kitten.
>
> "Well, that's where and how I got my start—and I guess I was the happiest kid in the world. It wasn't work to me—it was more like one of those dreams that seem too good to be true. I was pretty much of a disappointment to the family in so far as following in my father's footsteps was concerned, the way they have a habit of doing over there. My father was a baker in Vienna—but the only interest I had in baked goods was to park 'em under my top pants-button when I was hungry. I didn't care who made 'em or how they were made.
>
> "Next act was my ride with Jenatzy,

the famous Belgian driver, in 1897. The event was a cross-country race of 150 kilometers (about ninety miles) from Vienna to Salzburg, Austria. I was too young at the time to pay much attention to who got up the race—all I know is that I was in it—and that Jenatzy and I won it. I was his mechanician—and I was one of a total of three men in Vienna who could drive a car at that time. I was fourteen years old.

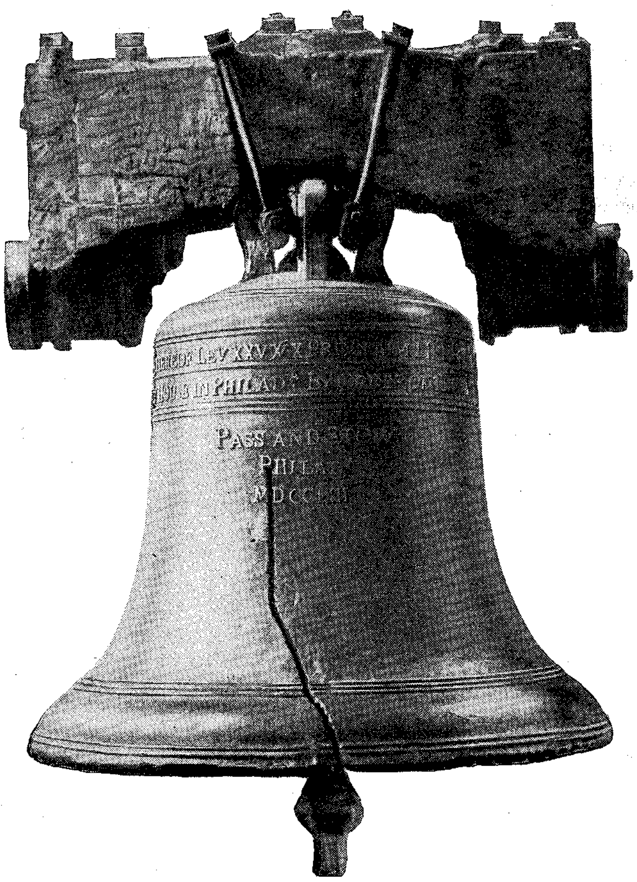
"That was the most exciting race I was ever in—that is to say, I was more excited than I have ever been since. My mother carried on terrible before the race—regular 'just-before-the-battle-mother' scene. She never expected to see me again alive. I was kind of doubtful about it myself. But I was so proud and excited that I wasn't scared out of more than a couple of years' growth. The whole city was out, including the Austrian royalty—and little Joe, sitting alongside of Jenatzy! Boy, it was the thrill of a lifetime!"

Joe doesn't remember how many entries there were in the race, but he knows there were enough to make it interesting—assembled from all over Europe. He goes on:

"Too bad the Smithsonian Institution couldn't have grabbed off some of the old boilers that took part in that race! Take our Daimler, for example—the one with which Jenatzy and I won the race: It was powered by a single-cylinder, four-horsepower motor, which was placed behind the rear axle. We didn't have spark-plugs in those days, but used 'hot-tube' ignition instead—a gasoline blow-torch shooting a stream of fire against a platinum point, which was kept red-hot for igniting the gas charges. Sure, it worked pretty fair so long as the wind was in the right direction, but it had its disadvantages. For instance, when turning corners the side draft had a habit of blowing out the torch—and every time you relighted it you took a chance of burning up the car. In fact, every once in a while the rear end of a car would burst into flames and all of 'em had the paint scorched off as bare as the rear end of a moulting chicken.

"The frame of our car was made of wood, the wheels were of the high-buggy-wheel type with solid tires, and we used wagon-wheel bearings and axle grease. Steering was done by means of handle-bars and heavy chains attached to the front axle. Those chains would have done credit to any logging camp! Our transmission was of the belt-drive type—one belt for the single forward speed, and a crossed belt for reverse. These belts, of course, ran on pulleys. Neutral consisted of an idler pulley. The gear shift was like that of a shop lathe. You simply shifted the belt from the idler pulley onto the drive pulley by means of a forked lever. Very simple.

"Our front springs were long, semi-elliptics—very handy for spearing things. As a matter of fact, right in the middle of our race, Jenatzy and I speared a cow that was too paralyzed to move out of our way—and we couldn't stop in time to avoid hitting her. One of those long front springs did the dirty work—speared the cow just like a lance. I don't know whether her milk was strained, but I do remember that she cost us 200 crowns—the equivalent of about $40 American money, at money rates of that day. Yes, sir, the peasant who owned the cow came after us with a pitchfork after he had recovered from his fright at seeing



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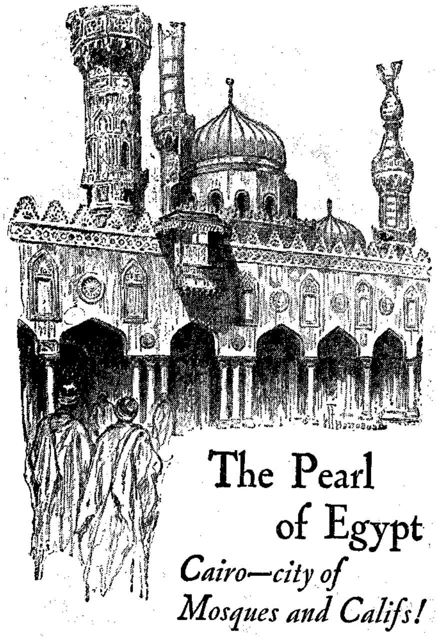
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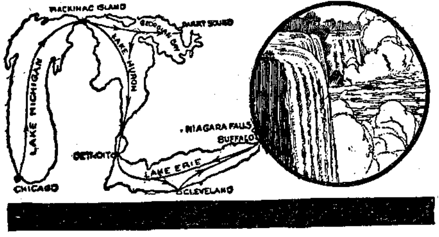


MOTORING AND AVIATION
Continued

our infernal monster—and we made one of the automobile's original contributions to farm prosperity right there and then!

"Jenatzy and I were the only ones who finished the race, and we made the distance of ninety miles in a little over six hours, averaging almost fifteen miles per hour, which was considered some traveling at that time!

"The only places where we could buy petrol for our car along the route were at stores that are the equivalent of our American drug-stores—and we bought it by the bottle. When we took on gas at these petrol stations, we made the police keep the crowd back to a distance of at least fifty feet from the car to avoid a bad accident in case of an explosion, which wasn't an altogether ridiculous precaution. Kind of touchy, those cars were. You had to handle 'em with care.

"My foreman at the Daimler plant was driving a car in this race and I sure felt cocky when I beat him—with Jenatzy's help. But he got even by winning the Grand Prix in 1914."

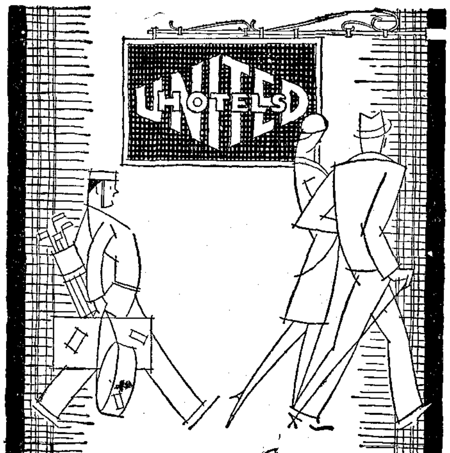
The next big race was the cross-country run from Paris to Berlin in 1900, and Joe Jaegersberger thinks the result was one of the causes of the late unpleasantness between Germany and France—because the first honors went to a Frenchman, Henri Fournier, driving a Mors car of French manufacture.

"Sure, Jenatzy and I were in the race for a while—we lasted four hundred kilometers. But we didn't have much luck.

"We went in the ditch no fewer than a dozen times, and finally broke down completely at Frankfort. It wasn't quite the same as our first little run from Vienna to Salzburg. By 1900 racing had become a refined sport, all full of clever little tricks that we didn't know much about until we got in this Paris-Berlin road battle. And I'll say it was just that! Talk about ethics —*not!*" Anything short of cold-blooded murder was considered legitimate. It was part of the game to run the other fellow into the ditch, regardless of consequences.

"You may not believe this, but it's a fact that many of the cars were equipped with steel brooms, twenty-four inches wide, which were suspended behind the car by means of a wire. When a pursuer got close, it was part of the mechanician's job to lower this broom into the road so that it dragged, raising a blinding cloud of dust—as if the wheels didn't kick up enough. The idea, of course, was to make the other fellow drop back—or take his choice of running into the ditch—which is what most of us did.

"The mechanician was a busy guy! In addition to changing tires, keeping the engine in perfect order and manipulating the dust-raising broom, he was also chief custodian of the tack and nail box! You can laugh—but, take it from me, this is no joke! Yes, sir, when the dust broom failed to slow up a hard-boiled rival, the next thing on the program was to feed him a few tacks and nails. The mechanician, acting as chief gunner's mate, simply tossed overboard a few handfuls of this handy ammuntion—and listened to the tires pop as the pursuing car picked up the nails! It was great sport—for the fellow in the lead —and it helped the other fellow enlarge



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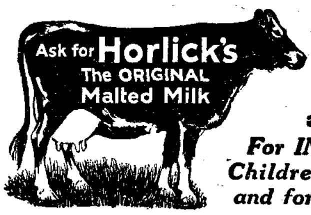

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his vocabulary, even if he did blister the paint off his car in exercising it.

"This was the first European race I know of in which all cars were equipped with pneumatic tires. It also marked the introduction of four-cylinder motors. Our good old Daimler, piloted by Jenatzy, with yours truly in the rôle of mechanician once more, was powered by a twenty-four-horse-power motor, had make-and-break ignition (some advance over the 'hot-tube' ignition used three years before), honeycomb radiator, worm-type steering gear, selective transmission, prest-steel frame, 35 x 5 rear wheels and 34 x 4 fronts—in fact, away back there in 1900 we had a car that wasn't so far behind the present-day product in essential respects. And, speaking of advanced design, I remember that Henri Fournier's Mors had aluminum cylinders with cast-iron sleeves."

A year later, in 1901, Joe tells us that he was on the job once more, entered in the race from Paris to Vienna.

"This time I was riding as mechanician for Bellami, who drove one of the first Mercedes cars turned out at the Daimler plant. It was a husky four-cylinder machine with a forty-horse-power motor—sixteen horse-power more than we used the year before in the Paris-Berlin run. We were steadily climbing up in horse-power ratings.

"This race came near seeing my finish, but I guess I must have been born under a lucky star. Bellami and I had a lead of forty minutes over the field and were hitting only the high spots, rolling through the Alps. If you have ever been there, you know what those mountain roads are like—and what the scenery is like right over the *edges* of these roads! For the most part the landscape is built straight up and down, and the roads are simply narrow, winding shelves cut into the edges of the scenery, with nothing much to hold 'em up. Well, anyway, our steering gear quit on us while we were rambling over Arlberg Mountain, in the Austrian Tyrol, at an elevation of about 9,000 feet above sea level, with the old forty-horse-power motor taking all we could feed it!

"But, as I said before, I was born lucky—you can't kill a Dutchman, especially if he doesn't happen to be one! Bellami and I jumped in the right direction just a fraction of a split second before our car took a nose dive over the edge of the road and got mixed up with the scenery down below. We were lucky in saving our lives, but were unlucky in not winning a race that surely would have been ours. But that's the way it goes. This particular race was won by Maurice Farman, driving a Panhard—we watched him whiz past while we were enjoying the bracing mountain air, on foot. The Alps made a nice grandstand from which to watch the race. This race was put on by the Automobile Club of France."

But the Paris-Berlin race was a mere dog-fight, and the Paris-Vienna battle child's play alongside of the speed massacre that was pulled off the next year, in 1902. Joe says it was the worst he was ever in, and that's saying plenty. Incidentally, it was his first big race as a driver. He was still in his teens, but was already an old-timer, and could hold his own with the best of them. As he relates:

"The course was from Paris to Madrid, another international affair. It was the 17th of July, 1902—I remember the day

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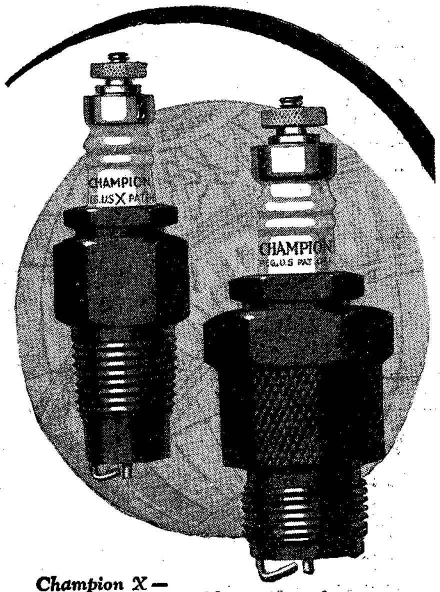

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MOTORING AND AVIATION
Continued

well—a hot day in more ways than one. There were 102 entrants in the race, which was a free-for-all competition open to every kind of motor-driven vehicle—and there were some awful mechanical freaks in the line-up!—and beginners who hadn't had any racing experience, which probably accounts for the heavy casualties. It turned out to be a bloody affair and, as a consequence, the race was never finished. The Spanish Government wouldn't permit us to cross the international boundary into Spain. Our race was too rough.

"Yes, sir, bull-fighing is O. K.—a nice, gentle pastime in sunny Spain. But the Dons are kind of particular—they don't like to have their finer sensibilities jarred by anything coarse or bloody. So when they learned by telegraph of the casualties along our route, when they heard that out of a total of 102 entrants there were thirty-two killed and badly hurt before we reached Bordeaux—well, the Spanish Government simply stept in and called off the race; told us to stay home. And it was probably well for the survivors that this was done, because the most dangerous part of the course still lay ahead of us, the Pyrenees Mountains! Inexperienced or reckless drivers wouldn't have had a ghost of a chance to get through those hills alive! Every turn (and there are literally hundreds of 'em—hairpin, horseshoe, double-O—every variety), and every grade was a death-trap for the driver who wasn't familiar with the course. The chances are that not more than a dozen out of the original 102 would have come through with a whole skin, if we had been permitted to finish the race. However, *I* would have been one of the dozen—a statement I make without braggadocio.

"I had trained for that race as hard as any prize-fighter ever trained for a championship battle. For two months before the race I had lived in the Pyrenees Mountains down there in Spain, going over the course again and again! I knew every curve, every grade, every treacherous bit of road. I have a pretty good memory, and I had the whole course charted in my mind, and knew just how my powerful ninety-horse-power Mercedes would behave at every point! I was out to win that race, and I believe I would have done it if I had had the chance. As it was, I was in fifth place when we reached Bordeaux, which was the end of the race. I had been taking it easy, waiting for the mountain driving, at which time I had it all doped out to walk away from the field—but the Spanish Government fooled me.

"In this race I personally saw three men lose their lives—and one dog. I witnessed one very unfortunate accident when Marcel Renault, brother of the French automobile manufacturer, shot off a turn into a deep gully. Both he and his mechanician were instantly killed, as I afterward learned. It was sure enough a race to try the mettle of a kid in his first big race as a driver.

"Gabriel, a French driver, was the official winner of this race, as far as it went—but I think the honors really belonged to another Gabriel—the angel of death!

"Two months later, in September of that year (1902), I hooked up with my old partner, Jenatzy, again. I always did like to ride with him. He was a wonderful driver. He went over to Ireland for a chance and signed up for the James Gordon Bennett race, driving a Mercedes racer. There was quite a gathering over the Green Island—among others, Alexander Winton was there with bells on, America's representative. He had us scared, too. We had heard a great deal about these 'savages' from America, and looked for some stiff competition. However, I guess Jenatzy and I had had a little more rough-and-tumble racing experience than most of 'em up to that time, so we didn't experience much trouble in winning the race, which wasn't particularly exciting except for the mixed crowd represented in the race. Jenatzy and I (I was his mechanician) averaged fifty-eight miles an hour in this race, which was considered good speed twenty-five years ago."

This James Gordon Bennett race in Ireland was the indirect means of bringing the "Flying Dutchman" to America. He tells it this way:

"Harry Harkness, a well-known millionaire sportsman of that day, who later owned Sheepshead Bay Speedway, bought a string of Mercedes cars as a result of the showing we made in Ireland, and wanted an experienced driver to go with the cars—sort of an extra, thrown in. So I was elected—and I've been here ever since, except for two or three trips back to Europe to buy Mercedes cars, knocked down, which I assembled myself after getting them to America.

"I did considerable driving for Mr. Harkness, and between times chauffeured for John Jacob Astor a couple of winters in New York.

"In 1903, I made a record cross-country run from Boston to New York, my time being six hours and thirty-five minutes, which was the best ever made up until that time. It wasn't what you could call easy driving by any means—the road from Springfield, Massachusetts, to New York was practically all sand. But after my varied driving experience in Europe, it wasn't a particularly difficult feat. The New York and Boston papers carried the story of this record run at the time.

"That same year Mr. Harkness and I did a little pioneer trail-blazing. I have never checked up the coast-to-coast touring record, but I doubt if there were many ahead of us who made the run straight through, by automobile, from New York to Pasadena, California, earlier than 1903. That trip is a complete story in itself. We had plenty of interesting experiences, and had to solve our difficulties as we met them, with no precedent to guide us. We made the run from New York to Pasadena in three weeks in spite of terrible roads, unmarked trails, and no service stations to lend a helping hand in a bad pinch.

"Later, in 1903, I climbed Mt. Washington, New Hampshire, my time for the ascent being 20 minutes and 32 seconds, driving a sixty-horse-power Mercedes. It used to be a mean hill, at that—that is, for fast time. I don't know how it is now—probably fixt up like a city boulevard by this time.

"Along in the fall of 1902 I started professional dirt-track racing. George Robertson, winner of the Vanderbilt cup in 1906, was my mechanician in my first American race, which was run on the Monmouth Fair track at Long Branch, New Jersey. It was Robertson's speed baptism, I believe, but he sure behaved like a veteran. He had all the qualifications of a good driver."

Joe Jaegersberger had fourteen years, all told, of professional racing, eight of them in America.

SUMMER SKIING IN SWITZERLAND

MIDSUMMER sports are seldom associated in the minds of vacationists with skiing, yet this is one of the many events entered on the calendar of Switzerland this summer.

This is made possible by Switzerland's sharp contrast of altitude. While the valleys and lower mountain slopes are flower-decked and the lakes fringed with rich foliage, one may quickly ascend to the snowy heights shimmering in the distance.

Summer ski festivals will be held on the ski courses of the Corvatsch Glacier, near St. Moritz, in July. St. Moritz, one of the capitals of winter sports in Switzerland, is in summer a floral paradise.

During the same month ski races are scheduled at Jungfraujoch, reached by cogwheel division of the Jungfrau railway. The trip itself is impressive.

"Jungfraujoch is situated in the glaciated ridge between the Jungfrau and the Monch," says Frederick Dossenbach in his book entitled "How to See Switzerland." "Flanked by these two great peaks, the station affords a combination of the advantages of the lower stations in the glorious panorama visible from here. To the north are seen the verdant central Alps and extensive plains; to the south, Europe's greatest glacier, the Aletsch glacier, fifteen miles in length, framed by countless pinnacles of rock and ice."

To those who would enjoy the delightful summer climate of Switzerland there are a variety of sports and other events, combining study and recreation, scheduled for the present season.

Beginning July 30 matches will be held for the challenge cup of the Engadine Golf Club at St. Moritz.

In August International Tennis Tournaments will take place at Grindelwald, Davos, Lucerne, Engelberg, Zermatt, and Interlaken.

This summer, from August 1 to 9 inclusive, a great pageant and festival, glorifying the bounties of nature and country life, held once every fifteen years, will be celebrated at Vevey, on Lake Geneva, with nearly 2,000 participants and an elaborate musical program. Zurich will be headquarters of the International Aviation Meeting from August 12 to 21.

The International Motor Race on the Klausenpass will take place August 13 and 14. An International Rifle Match will be held at Vulpera on the latter date.

In September the eighth assembly of the League of Nations will be held at Geneva.

Students desiring to study abroad are offered summer vacation courses at the University of Lausanne July 15 to August 25, and at the University of Neuchâtel July 15 to August 7, August 10 to September 2.

Thus aside from matchless scenery and invigorating climate Switzerland offers a diversity of entertainment to her summer visitors.

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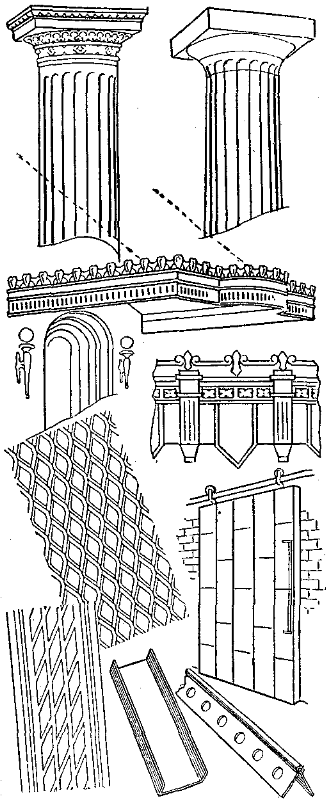

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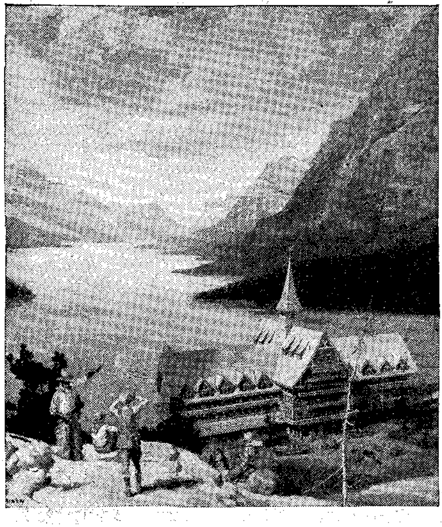

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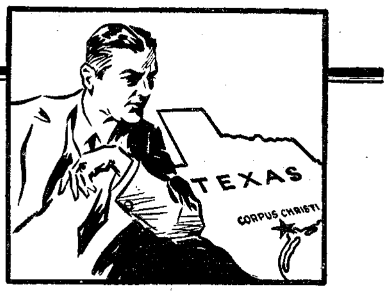
MOTORING AND AVIATION
Continued

BEATING JULES VERNE BY SIXTY-FIVE DAYS

ROUND the world in fifteen days is the latest slogan in aviation circles, according to Linton Wells, who tells us that merely making the air-trip between America and Europe "is likely to become as popular a pastime this summer as swimming the English Channel was last." Mr. Wells is himself a globe-girdling aviator, and claims the record of 28 days, 14 hours, and 36 minutes, established last year. That record he proposes to break now by aerially circumnavigating the globe in fifteen days elapsed time. If his preliminary schedule were carried out, which would be almost an innovation in air enterprises, he would be starting from New York about the time when this issue of THE DIGEST reaches its readers. Writing in the Baltimore *Sun*, Mr. Wells remarks that Lindbergh and Chamberlin have opened the road to new and more difficult achievements; and continues:

> We are obviously at the beginning of an era when, one after the other, all possible air routes will be dared by the few, charted by many, and then followed on regular schedules by the world.
>
> For there is coming a time in the not distant future when airplanes will transport us safely and expeditiously to all parts of the world. We shall be able to fly between points on schedules as certain as those by which the crack trains of the United States are operated.
>
> When that bright day dawns, companies operating such routes are going to place at the public's disposal planes that are the last word in safety. If, for any reason, the plane must descend at sea, in even the worst weather, there will be no risk either to plane or passengers.
>
> To prove that such a plan is perfectly practicable is the task which Lieut. Leigh Wade, one of the United States Army world flyers, and I have set for ourselves during the coming summer.
>
> Supporting us in our attempt will be the finest airplane money can buy and an indomitable will to succeed. Additionally, there will be an efficient organization of many imponderables which will come to our rescue in any given emergency.
>
> We know the performance of our plane and have faith in it and in our ability to pilot and navigate it safely to its several destinations. At each of these points will be men prepared to render us every assistance.
>
> Plane and motors will be thoroughly inspected and all necessary repairs made immediately. Gasoline and oil will be supplied. In fact, there is nothing we shall need which will not be available, just as it will be when regular air routes are in operation.
>
> Let us follow the route we have planned, outlined in the following schedule, hours mentioned being local time in each instance:
>
> Leave New York, 5 P. M., July 1.
>
> Arrive San Francisco, 1 P. M., July 2. Distance, 2,665 miles.
>
> Leave San Francisco, 7 A. M., July 3.
>
> Arrive Honolulu, 8 A. M., July 4. Distance, 2,408 miles.



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Leave Honolulu, 4 A. M., July 5.

Arrive Midway Island, 5 P. M., July 5. Distance, 1,323 miles.

Leave Midway Island, 6 A. M., July 6.

Arrive Kasumigaura, Japan, 8 A. M., July 8. Distance, 2,591 miles.

Leave Kasumigaura, 5 A. M., July 9.

Arrive Harbin, Manchuria, 3 P. M., July 9. Distance, 1,110 miles.

Leave Harbin, 5 A. M., July 10.

Arrive Irkutsk, Siberia, 4 P. M., July 10. Distance, 1,240 miles.

Leave Irkutsk, 4 A. M., July 11.

Arrive Omsk, Siberia, 6 P. M., July 11. Distance, 1,550 miles.

Leave Omsk, 3 A. M., July 12.

Arrive Moscow, Russia, 7 P. M., July 12. Distance 2,000 miles.

Leave Moscow, 3. A. M., July 13.

Arrive Paris, 5 P. M., July 13. Distance, 1,600 miles.

Leave Paris, 8 A. M., July 14.

Arrive London, 10:30 A. M., July 14. Distance, 235 miles.

Leave London, 12 noon, July 14.

Arrive Queenstown, Ireland, 5 P. M., July 14. Distance, 500 miles.

Leave Queenstown, 3 A. M., July 15.

Arrive St. John's, N. F., 6 P. M., July 15. Distance, 1,700 miles.

Leave St. John's, 5 A. M., July 16.

Arrive New York 5 P. M., July 16. Distance, 1,100 miles.

The total elapsed time for such a journey will be fifteen days to the minute, and the distance covered will be approximately 20,000 miles. Our plans call for an average speed of ninety-eight miles per hour while flying, altho the average speed for the trip will be about fifty-five miles per hour.

We shall, curiously enough, despite the rapidity with which we shall be forced to travel, enjoy at least an average ten hours daily on the ground. During this time we shall make up for what rest and sleep we will have lost while in the air.

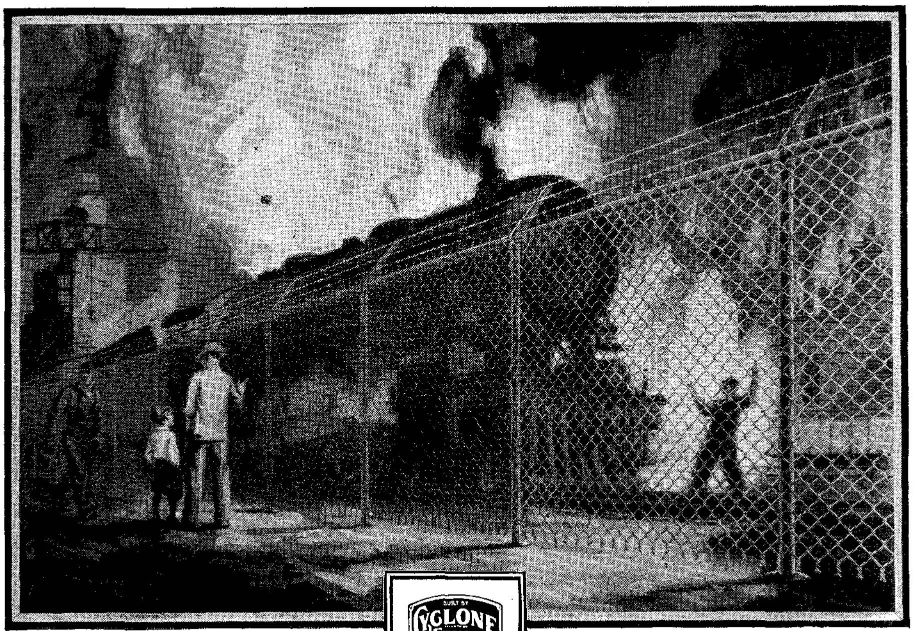
Between New York and Japan we shall not carry a mechanic, depending upon ourselves for emergency repairs, and upon mechanicians at stopping points for overhauls.

But in Japan we shall pick up a man who is so thoroughly familiar with motors that he can literally tear down and reassemble one in the dark. He will accompany us across Asia and Europe to Ireland.

Should any one of our three motors "conk" on us in midocean, we shall experience no difficulty in landing in the open sea, making the necessary repairs, and continuing our journey after only a few hours' delay.

At San Francisco our wheels will be replaced with pontoons; at Kasumigaura, Japan, wheels will again be substituted and if there is any question about the dependability of one or more motors, new ones will be installed.

OUR friends who are kind enough to favor us with contributions of original prose and verse will notice upon glancing over our pages that we use no original material, and that all our articles are quoted from other publications. All original material received at this office is therefore remailed at once, unread, back to the authors, and much time and postage will be saved both to the authors and to our office if our friends will remember the above rule and send their contributions to those publications which accept original material.



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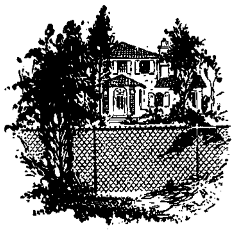

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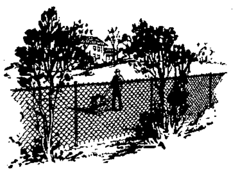

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INVESTMENTS • AND • FINANCE

HELPING THE COTTON INDUSTRY COME BACK

THE SUGGESTIONS BY LEADERS in the cotton industry that the best thing that could happen to their business would be for women to wear petticoats and longer skirts and give up silk stockings arouse a certain amount of editorial levity and tend to obscure the really important efforts now being made to reorganize the textile industry. For instance, as the New York *Journal of Commerce* points out, the new Cotton Textile Institute "has a large field of endeavor and one in which its early efforts appear already to be bearing some fruit." A leading cotton manufacturer informs us that this new factor is bringing practically the whole industry into one homogeneous organization and will be the future spokesman for the industry. The main purpose of the Institute, as officially stated, is "to meet the urgent need of the industry for more complete and continuous information as to supply and demand and costs, and to increase the demand by extending the use of cotton goods." This Institute is supported by cotton-mills with upwards of 21,000,000 spindles, this representing close to two-thirds of the active spindles in the country. It represents the continuance of the trend to cooperation between Northern and Southern manufacturers, and former President James P. Gossett of the American Cotton Manufacturers Association says:

> The organization of this great Institute has done more to bring together and to harmonize the North and the South than has any other single act, political or otherwise, since the Civil War, save only the calling out, commissioning and putting into active service by President McKinley during the Spanish-American War of those matchless soldiers and ex-Confederate Generals, Rosser and Butler, Wheeler and Lee!

In addition to coordinating the activities of manufacturers through the Institute, cotton manufacturers are planning joint action with the American Cotton Growers' Exchange, the first step in cooperation between cotton farmers and spinners. Whatever may be the positive accomplishments, this rapprochement seems to the New York *Journal of Commerce* "a long stride forward in the direction of better understanding of the fundamental identity of interest between agriculture and industry." For this reason:

> In the past it seems to have been taken more or less for granted that there was an essential antagonism between producers of raw materials and the industrial consumers of these same products. A failure to appreciate the mutual economic dependence of mill and factory has not been restricted to cotton alone, but it has been conspicuously evident in most cases in which growers or manufacturers have united to better their position.
>
> Fortunately or unfortunately, however, the history of the past few years has pointed a rather salutary moral to the more thoughtful elements who are engaged in trying to introduce order and some sort of stability into the cotton industry. What they want is a greater degree of standardization as regards both prices and grades of cotton. Neither the mills nor the farmers can prosper permanently from the sweeping price fluctuations that mean alternate periods of poverty and affluence first for one group and then for the other.
>
> What is required is the fullest possible interchange of information designed to improve the quality, diminish the costs of production and increase the methods of utilization of raw cotton. Thus by encouraging steady output of suitable grades, the unavoidable uncertainties of changing market conditions are at least minimized. Furthermore, there is a better prospect that the farmers will study with more intelligence the general industrial situation and strive to accommodate their own operations to the manufacturing demand.

The President of the Cotton Textile Institute, Mr. Walker D. Hines, former Director-General of Railroads, pointed out in a recent speech to cotton men that one of their troubles was seasonal overproduction, and another, excessive fluctuation in prices. He hopes that the Institute through its own labors and cooperation with governmental and other agencies will be able to furnish information to its members, "the intelligent consideration of which will tend to stabilization of production and prices." The other phase of the Institute's activities is that of increasing the demand for cotton goods. A Section of New Uses has been created to take care of this, in cooperation with various public and private agencies. In particular it has been studying "the existing and potential markets for cotton bags and has started studies as to wall-covering material, wearing apparel and cotton towels," and it is also investigating the export situation. After noting this, Mr. Hines made a more or less serious observation which attracted wide publicity:

> There is another important extension of the use of cotton goods concerning which the name of our New Uses Section might be regarded as a misnomer in a particular sense, and that is the extension of the use of cotton goods for women's clothing. It would seem logical to have a Section of Old Uses to deal with this matter, for what would give the greatest extension in this direction would be a return to the good old uses when women wore petticoats and longer skirts. It remains to be seen whether in this feminine empire such a thing as organized effort can have any sway whatever.
>
> It is an important fact, however, that in various branches of cotton textiles a complete revolution has been wrought by the radical changes in women's apparel. No mere man would venture to make a prediction as to what, if anything, can be accomplished in this direction. But if and when the pendulum does swing in the other direction, there will be a highly important improvement in the consumption of cotton goods. To whatever extent, if at all, the Institute can be helpful in encouraging the pendulum to swing the other way and in encouraging feminine hands to lend assistance in that direction, the very best will be done that is in our power.

Doubtless to the surprize of the President of the Textile Institute, editors find this suggestion most amusing. The Raleigh *Observer* in North Carolina calls it a "herculean attempt," and in South Carolina the Columbia *State* finds Mr. Hines's argument logical enough, but asks:

> What is logic to a womanly notion of the esthetic? And who, and how, will he do it, bring about a reformation of womanly notions as to her charms and appearance? Even if all the masculine world got up on its hind legs and raved about the necessity of wearing cotton instead of shimmering silk stockings, and for extending the length of skirts made of cotton or of silk, and for changing the present sylphlike silhouette and almost transparent apparel, the women would retort, in the words of the finest of their sex . . . even without knowing it was she that said it . . . "We women are fine (as silk) for ourselves alone."
>
> "Let the men if they wish, 'wear hodden gray and a' that,' we shall cling to our silks, even as they cling to us."

Here are the enterprising captains of the cotton industry, observes the New York *Telegram*, "about to boost business by decreeing that women should wear longer skirts, get back into petticoats and encase their sightly legs in the lowly cotton instead of the shimmering silk stockings":

> If they succeed in this there is no telling where their enterprise will stop. With gowns longer at the bottom and farther up on the neck—and long petticoats and plenty of them—there is danger that there will be a demand for greater fulness around the waistline. For that would mean still more cotton.
>
> To accomplish this, business may insist that Fashion decree that our girls quit dieting and laugh at themselves and grow fat. As fatness becomes stylish the sylplike figure—sometimes called boyish—will give way to that abundance of avoirdupois that is considered a mark of beauty in some parts of Africa.
>
> Anyhow, the girls might better gird up their loins and get

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1,000	Erie Railroad Company Refunding and Improvement 5s	1967

40% Utility, 20% Industrial, 20% Real Estate, 20% Railroad. Maturities distributed 1936 to 1967. Marketability and geographical distribution good. *Average yield* 5.40%

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2,000	Portland (Ore.) Electric Power Co. First Lien and Ref. 5½s	1951
3,000	Iowa Public Service Company First Mortgage 5s	1957
2,000	Republic of Chile, External S. F. 6s . . .	1960

33⅓% Utility (electric light and power); 33⅓% Industrial (20% oil, 13⅓% machinery and electrical equipment); 20% Real Estate (office buildings); 13⅓% Foreign. Maturities 1937 to 1960; geographical distribution and marketability good.
Average yield 5.66%

$10,000

$2,000	Butterick Publishing Company S. F. Debenture 6½s	1936
2,000	Boston Consolidated Gas Co. Debenture 5s	1947
2,000	Loew's Theatre & Realty Corporation First Lien S. F. 6s	1947
2,000	Dallas Railway & Terminal Co. First 6s	1951
2,000	Goodyear Tire & Rubber Company First Mortgage and Collateral Trust 5s	1957

40% Utility (20% gas, 20% electric transportation); 40% Industrial (20% rubber, 20% publishing); 20% Real Estate (theatre and office buildings). Maturities distributed 1936 to 1957. Marketability and geographical distribution good. *Average yield* 5.65%

$25,000

$3,000	Sanford, Florida, Improvement 6s	1935
5,000	Cities Service Gas Co., First Mortgage 5½s	1942
3,000	Fox Detroit Theatre Building First Mortgage Fee and Leasehold S. F. 6s . . .	1942
3,000	Walworth Company, First Mortgage S. F. 6s	1945
3,000	Pickering Lumber Co., First Mortgage S. F. 6s	1946
5,000	Commonwealth Edison Company (Chicago) First Mortgage 4½s.	1957
3,000	Republic of Uruguay External S. F. 6s . .	1960

40% Utility (20% electric light and power; 20% natural gas); 12% Municipal; 12% Foreign (South America); 24% Industrial; (12% lumber, 12% fittings, valves and tools); 12% Real Estate (theatre and office building); geographical distribution good; marketability and maturities well balanced.
Average yield 5.78%

$50,000

$5,000	Chicago North Shore & Milwaukee R.R. Co. 5½% Notes	1930
5,000	Minnesota and Ontario Paper Company First Mortgage S. F. 6s	1931
5,000	West Palm Beach, Florida, Improvement 5s	1933
5,000	Hearst Magazines, Inc. Serial Debentures of 1927, 6s	1935
5,000	Armour and Company (Delaware) First Mortgage 20-Year 5½s	1943
$5,000	Columbia Gas & Electric Corporation Debenture 5s	1952
5,000	Danish Consolidated Municipal Loan External 5½s	1955
5,000	Public Service Company of Oklahoma First 5s	1957
5,000	St. Louis Joint Stock Land Bank 5s (Opt. 1937)	1957
5,000	Province of Buenos Aires, External 7s .	1958

30% Utility (20% gas and electricity, 10% electric transportation); 30% Industrial (10% packing, 10% publishing, 10% paper manufacturing); 10% Municipal; 10% Joint Stock Land Bank; 20% Foreign (10% municipal, 10% provincial). Maturities 1930 to 1958; geographical distribution good; marketability well balanced.
Average yield 5.73%

Our July List describes many of the above and other offerings. Ask for Booklet LD-77

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ANALYZE

Your Investments Periodically

ETERNAL vigilance is the price of safety. As applied to your investments, no matter how large or small your list, this means a careful analysis at least every six months. It is one of the chief functions of our Investment Department to aid our clients in this important task, and we do it gladly on request.

Representatives at any of our offices will assist you—in person or by mail—if you will submit a list of your holdings to them.

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Electric Service in 31 Communities Improved Through Group Supervision

Recently 31 electric plants in Kentucky, Tennessee and Indiana were added to the Associated System. Each was separately operated. Many provided service only from dusk till dawn.

Many residents have commented on the improved service now provided under Associated Group Management, illustrated by the following excerpts:

"Quite an improvement . . . we now get continuous service as against 18 hours then and at a more satisfactory rate." (Mayor.)

"Service has been better since your Company acquired the property than at any other time in the past." (Bank president.)

"The public gets efficient service at the lowest cost." (Mayor of another city.)

"The service rendered by your Company since taking over our municipal plant has been a wonderful improvement over that formerly received." (Business man.)

Numerous extensions and improvements have been made. The properties have all been interconnected to insure continuous, adequate service.

Associated Gas and Electric Company

Incorporated 1906

Write for our Illustrated Year Book "L"

Associated Gas and Electric Securities Company

61 Broadway New York

INVESTMENTS AND FINANCE
Continued

ready for the fight, for Walker D. Hines, President of the Cotton Textile Industry, Inc., has started on a strenuous campaign to make our women wear more cotton.

And it may lead to another constitutional amendment, for it will doubtless have the enthusiastic support of that great army of busy Americans who get their greatest kick in life in passing laws that will enable them to do something to somebody.

Returning to a serious discussion, we find *The Cotton Textile Bulletin*, published by the Association of Cotton Textile Merchants of New York, calling attention to promising possibilities for increasing the consumption of cotton. One is the substitution of cotton burlap for jute burlap. Another is the large and increasing use of cotton in the manufacture of tires and automobiles. Cotton is used, we are reminded, in tops, curtains, and upholstery, and in Europe they are making a fabric-covered closed car. But even this serious publication has its eye on Dame Fashion. It quotes *The Woman's Home Companion* to the effect that "cotton for traveling and for sports is a startling fashion inspiration propounded by Mary Nowitzky of Paris," who shows fine soft noncrushable cottons. We are told of radio talks featuring cotton and other attempts to extend uses of cotton goods among women consumers. "Cottons are fashionable again!" is quoted from an advertisement by a famous Fifth Avenue store. "This is cotton year," is said to be the slogan of a member of the Association, whose copy continues: "Everything points to the ascendency of cotton this year—it's in the air—fashion reports—the Paris openings—advance orders—production activities—the trend of the market—every indication on which judgment may be soundly based leads to but one conclusion—this is cotton year."

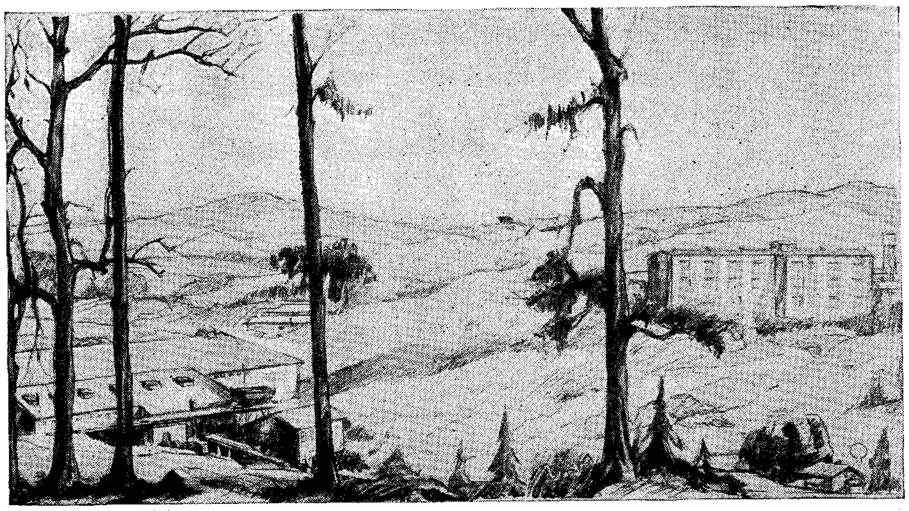
However successful these efforts may be, it is a fact, we read in the market letter of Dominick and Dominick, brokers, that "as one of the industries that have been lagging behind general industrial prosperity, the manufacture of cotton textiles shows a particularly encouraging improvement":

> The present statistical position of the manufacturers, with steady volume of production and a growing accumulation of unfilled orders, is in sharp contrast to their less fortunate outlook a year ago when stocks had accumulated and orders dwindled.
>
> Comparison of statistics for the first four months of 1927 with reports for the corresponding period in 1926 show that sales this year have increased more than 38 per cent in volume. The aggregate production this year has been slightly larger, but stocks have declined sharply and orders have accumulated. In the corresponding period last year stocks increased slightly and unfilled orders declined.

THE RETURN OF THE TOLL BRIDGE

A FEW years ago the toll bridge was thought to be on the verge of obsolescense, but the automobile is rapidly bringing it back. New and expensive toll bridges are being erected all over the country to handle automobile traffic and to be paid for by that traffic. So it is not surprizing to find toll-bridge securities the subject of an interesting study by Peabody, Houghteling and Company. This company points out that concerns with small operating costs in proportion to receipts have naturally been favorites with investors. This is one reason for the favor in which bonds of hydroelectric corporations have been held. But Peabody, Houghteling and Company tell us that toll-bridge companies operate on a much smaller expense ratio than do the hydroelectrics. In 1925, as *The Wall Street Journal* reproduces the findings of the investment house, net revenues of the toll bridges were 80 per cent. of gross while the hydroelectrics' net was only 50 per cent. of gross. The year before, toll-bridge earnings were 79 per cent. of gross, while for hydroelectrics the percentage was 58 per cent. But attention is called to the fact that "the relatively poor showing made by the hydroelectric companies in 1925 was due to large expansion programs calling for the outlay of huge sums." A comparison of toll-bridge and hydroelectric companies is not so far-fetched as might seem at first sight, we read on, since "bridges are constructed to meet a public need and must be classed as a public utility." Further observations made by the Peabody, Houghteling report are reproduced as follows in *The Wall Street Journal:*

> The charging of tolls for the use of roads and bridges dates back to about 2000 B. C. During the supremacy of the Roman Empire, most of the important roads and bridges in that part of the world were under the control of military authorities, with costs being met by the State. One of the first toll bridges in this country crossed the Newbury River at Rowley, Massachusetts, built about 1654. Some forty years later a toll bridge had been built across Spuyten Duyvil Creek at the northern end of Manhattan Island. By 1808 about twenty companies had been incorporated to build and operate toll bridges in New York State, and many others were operating in Pennsylvania and Massachusetts. Only a few of these bridges earned adequate returns on the investment, however, and it was not until after 1910 that the increasing use of automobiles caused a big jump in the earning power of these bridge companies.
>
> For instance, the Old Saybrook-Old Lyme bridge which spans the Connecticut River was opened for traffic in August, 1911, and cost $468,642. The bridge was operated on a toll basis up to December 31, 1924, during which time it showed net earnings of about $490,000 or more than enough to pay for itself. The Columbia River Interstate Bridge, connecting Portland, Oregon, with Vancouver, Washington, has shown average net income of 17 per cent. on capital cost for past nine-year period. Other toll bridges which are



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Investigate a typical town, any one of the 160 growing communities in Piedmont Carolinas, where wealth is increasing three times as fast as it is in the Nation's five richest states.

First inventory the present industries that are thriving. For instance, you would find in one representative community this sort of situation:

Five furniture factories, a hosiery mill, an underwear knitting mill, a huge quarry.

Every year hundreds of cars of lumber and tanbark are gathered from the forests nearby and shipped away. Carloads of apples, cabbage, eggs and poultry are shipped out, as well as several thousand head of hogs and beef cattle. Most of these products are shipped out as "raw material" to be worked up into manufactured goods in other states.

Now for the potential: A packing plant could dress meat and find a ready market within easy trucking distance—a market that is now importing! A cold storage plant would create values for the community and wealth for its owners. A flour and feed mill, a tannery, a canning factory would all thrive.

For land, plant and buildings are low in cost. Willing, intelligent white male labor is available in a steady supply, now working on farms.

The fact that more men than women are employed in present industries has created a surplus of female labor. (That suggests opportunities for more knitting mills, hosiery mills, silk mills and garment factories). And all, men and women, are 99% native born, Americans of old pioneer stock—keen, teachable and ambitious to work and get ahead. Less than a fourth of the total labor is now engaged in industry.

Every such town lies in a trading area that is within trucking distance over excellent Carolina paved roads.

Investigate. Find out what the opportunities are for *you*—for *your* business. *Our Industrial Department, Room 304, Mercantile Building, Charlotte, N. C., is at your service. Write.*

PIEDMONT CAROLINAS
Where Wealth Awaits You

People living in some of these Piedmont towns have changed, within the last twelve months, from oil lamps to electric light! The coming of paved roads and electricity has stirred the countryside a little the way a gold "strike" used to arouse the West. But the resulting activity provides a far more permanent growth and development.

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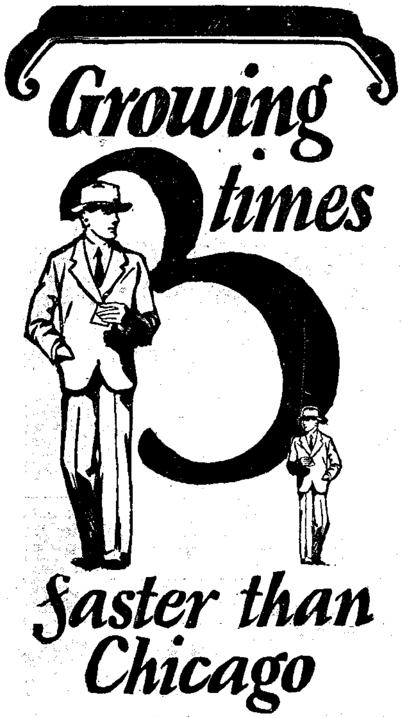
OWNERS OF SOUTHERN POWER COMPANY, SOUTHERN PUBLIC UTILITIES COMPANY & ALLIED INTERESTS



The rapid residential and industrial growth of the territory surrounding Chicago and served by this Company has been a vital factor in tripling its gross operating revenue during the last ten years.

Write "Dept. L" for latest Year Book with other interesting facts about this Company and the progressive territory it serves.

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INVESTMENTS AND FINANCE
Continued

big earners include the Jacksonville-St. Johns River Bridge, the Clark's Ferry (Pa.) Bridge, the Gandy Bridge which connects Tampa and St. Petersburg, Florida, the Harrisburg (Pa.) Bridge, as well as the Bear Mountain Bridge and the Delaware River Bridge connecting Philadelphia and Camden.

The investor in bridge company securities runs some risk, however, the same as in any other business enterprise. Bridges are subject to destruction by fires and floods, as well as cyclones, etc. Most of the old wooden bridges have been replaced with modern stone structures, so that the fire menace is eliminated to a considerable degree. The permanency of many of the structures is attested by the fact that many bridges built more than a thousand years ago are still intact and in use.

MAKE THE BONDS FIT THE BUYER

IN buying bonds the investor should not only be sure that they are safe and sound, and give him the income he desires, but he should also, notes a Chicago bond house, see that they fit into his personal investment program, that they measure up to his particular requirements. A man may find that he has an estate which is quite unbalanced and improper for his requirements, even tho it consists of securities which are entirely sound. So in selecting investments the individual should analyze his own particular needs; and his choice of securities should, we are told, depend on these four factors: (1) himself; (2) his objective; (3) his obligations; (4) his present investments. Carrying on the argument the Toombs and Daily Company in a current bulletin takes up each factor in turn:

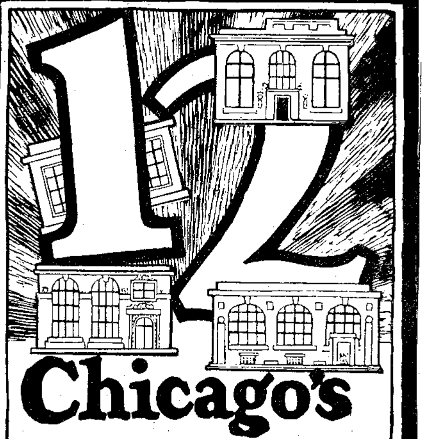
About himself, he should ask these things. His age. The source and size of his income. The amount of his surplus. Probable increase or decrease of income. In short, what is his earning power, how long will it probably continue, and how much can he invest?

Most investors forget these factors when buying securities. Yet they are important. A man of fifty, for instance, should remember that he has less time in which to build an estate than a man of thirty. A man whose earning power is on the up-grade can make more liberal investment plans than can the man whose earning power has reached its peak.

Then, the investor should carefully analyze his objective. What is he striving for? Does he want an estate for his own comfort in later years; or is it his desire to build an estate for the protection of his wife and family? Will he need his securities for business emergencies; or does he want them for permanent investment?

Has he a definite goal in mind, or is he building without an aim? Many investors overlook such factors when they select securities. They merely invest their dollars, without a definite plan. That is a good deal like boarding a train without knowing where you will go.

Next, the individual should consider his obligations. What are his tax liabilities?



increasing electrical requirements demanded twelve new sub-stations last year—one for every calendar month. And our budget for 1927 provides for additional expansion. Chicago grows—in population, and more particularly, in per capita consumption of electricity.

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The pages of these volumes are teeming with exciting exploits . . . knitting together tons of steel in mid-air . . . halting living burials in tunnels . . . racing electric locomotives against steam engines . . . defying death building bridges.

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There is a never-ending wealth of feats of daring and danger . . . digging in on the walls of cliffs . . . fighting against wild animals and superstitious natives . . . battling the wrath of storm and flood . . . hardships and hunger from delayed supplies and makeshift abodes.

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rom chapter headings
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His overhead liabilities? Has he dependents? Is he married?

An estate-building plan, to be successful, must be followed consistently. It must be carried through to a finish. Therefore the investor should carefully measure all contingencies before deciding on his investment needs.

Finally, he should analyze his present investments. Perhaps his holdings do not best fit his requirements. Perhaps his estate is topheavy with one type of security. Or it may be that he has investments which should be disposed of, in order to consistently carry on a sound estate plan.

Perhaps, for example, he has neglected the factor of marketability; and business emergencies may make this very important. Perhaps the investor should have strest safety in his securities, above all else.

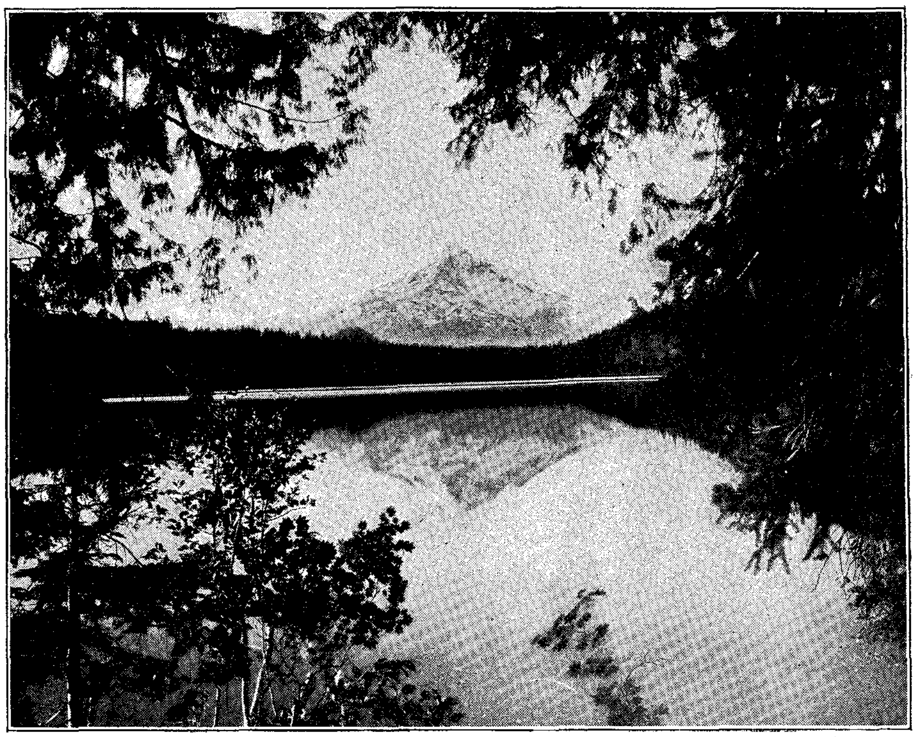
Situations like this have caused business men to lose opportunities, because they could not readily convert their holdings. Widows have lost their incomes, because they owned securities in which safety had been sacrificed for yield.

A NEW ESTIMATE OF OUR NATIONAL INCOME

ESTIMATES of the national income of the United States are brought down to what may be called a current basis, remarks *Bradstreet's*, in computations recently made by the National Industrial Conference Board. Thus, we are told, the national income is figured at $78,649,000,000 in the year 1926, as against $77,313,000,000 in 1925 and $70,768,000,000 in 1924. These estimates, it seems, are part of a series running back to 1919, when the total was $68,260,000,000; the lowest point was the year 1921, when the level of $55,597,000,000 was reached. The fact that this estimate is somewhat lower than others recently published is explained by its being based on the growth of production rather than on money incomes. Our greatest increase in national income, it seems, was not during the war years, but since 1920. Further facts given out by the National Industrial Conference Board are thus summarized by *Bradstreet's:*

> Measuring the national income in terms of dollars of constant purchasing power, that is, in 1913 dollars, so as to eliminate the violent price fluctuations during the war period, the board finds that the "real" national income increased 54.8 per cent., or by more than one-half from 1909 to 1926, inclusive. Dividing that time into three periods, it appears that from 1909 to 1914 there was an increase of 9.7 per cent., from 1914 to 1920 only 11.4 per cent., and from 1920 to 1926, 26.6 per cent. The national income of 1926 exprest in 1913 dollars was $46,392,000,000, as compared with $78,649,000,000. The national income per head of population in terms of current dollars was $671.43, according to the board's computations, and $1,805.37 for every person gainfully employed. These figures mean not that everybody included in either class received that much money, but that the total of goods and services produced during the year amounted to that much per person and per workman, respectively.

New Thrills, New Charms
at every turn in the
Union Pacific West



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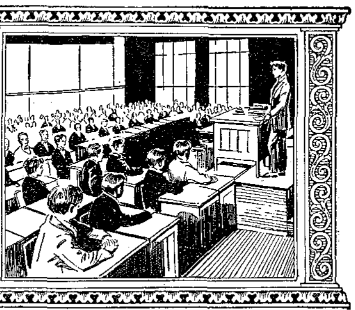
The School and College Directory



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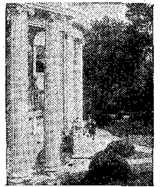

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LITERARY DIGEST readers seeking schools or colleges will find in our School and College Directory pages a variety of educational institutions including summer schools and supervised summer camps. In the first issue of each month, April to September, there will appear display advertisements describing these institutions. In the issues other than the first issue of each month from April 9 to September 10, we publish a Classified Directory giving the desired names and addresses of those advertising with us. You are invited to write to the schools or camps in which you are interested.

Our School Advisory Department continues to serve, as it has for many years, our readers and the schools without fees or obligation. It is necessary that inquirers give age and sex of the child, approximate cost of tuition, locality and size of school (or camp) and any other information that may aid us in giving prompt service.

The Literary Digest

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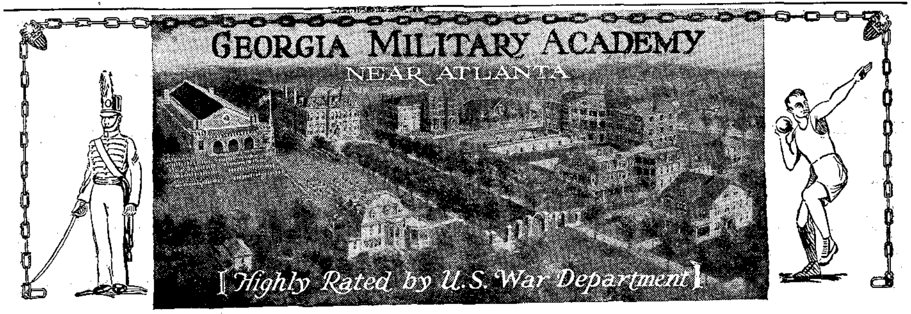

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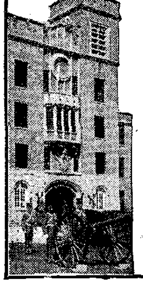

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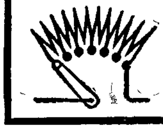

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INVESTMENTS AND FINANCE
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THE RAILROADS' MOTOR-CAR TRAFFIC

WHILE the motor-car, especially in the shape of bus and truck, is a formidable rival of the railroad, it is also a very important customer. Mr. J. S. Marvin, who presided over a recent Detroit meeting of traffic managers belonging to the National Automobile Chamber of Commerce, has announced that the total automotive freight shipped on the railroads in 1926 amounted to 3,280,000 carloads. Of this total 889,778 carloads consisted of motor-vehicles and parts, according to figures based on Interstate Commerce Commission reports. In addition, as the facts given out by Mr. Marvin are quoted in a Detroit dispatch to the New York *American*, the principal commodity shipments directly traceable to the manufacture and use of automobiles are estimated as follows:

	Carloads
Gasoline	910,000
Tires	55,000
Lubricating Oil	37,200
Iron and Steel	120,000
Coal	84,400
Crude Petroleum	70,450
Lumber	50,000
Crude Rubber	15,600
Asphalt for Roads	43,500
Cement for Highways and Bridges	164,600
Gravel, Sand, etc., for Roads	773,000
Miscellaneous, such as non-ferrous metals, upholstery materials, paints	66,000

For purposes of comparison the shipments of other basic commodities are given:

Grain and grain products, 2,406,111 carloads; bar and sheet iron, structural iron and iron pipe, 972,019; brick and artificial stone, 557,142; chemicals and explosives, 330,678; canned goods, 177,593. The grand total of carload revenue freight was 53,309,644, of which 18,631,997 carloads were coal and products of the mines and forests, and 13,457,847 merchandise and L. C. L. freight.

Of course, not all the motor-cars go by rail; last year 1,066,819 machines were driven to dealers and 110,770 were shipped by boat. Not all the automotive freight appears in the tabulation above, because much of it is unclassified and incapable of being estimated. For instance, there is the material for building garages, factories, sales rooms, service stations, road-building machinery, and an immense amount of less than carload freight and express shipments of accessories and parts. So, concludes Mr. Marvin:

The extent of railroad participation in the operations of the automobile industry is impossible of exact determination. It reaches back into the shipping of ores, forest products, raw materials, semi-finished parts and accessories, express matter and passenger travel of great volume. About 10 per cent. of the country's employees is engaged in the industry and, therefore, probably accounts for about the same percentage of railroad traffic for purposes of food, clothing, and shelter.

THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

Barbizon School.—"R. G. M.," Delafield, Wis.—This term designates a French school in the middle of the nineteenth century, centered in the village of Barbizon, near the forest of Fontainebleau. Its members, a group of French painters of landscape, animal, and genre subjects, went straight to nature in disregard of academic traditions, treating their subjects faithfully and with poetic feeling for color, light, and atmosphere. The cardinal principles of the Barbizon were: (1) Study direct from nature. (2) Express a mood or sentiment. The distinctive note of this school is to be seen in the work of Corot, Rousseau, Daubigny, Jules Dupré, Diaz, and Millet.

cavalcade.—"H. E. V.," New York City.—You are right. The reporters who wrote of cavalcades of automobiles and air-planes were probably driven by the strain put on them to use the first word that came into their heads. A *train* of automobiles and an *escadrille* or *squadron* of air-planes would have been more appropriate.

drama.—"I. H.," Denton, Md.—The pronunciation uniformly indicated by modern dictionaries is *dra'ma* (first *a* as in *art*, second *a* as in *final*). Walker (1791) noted *dram'ma* (*a*'s as in *fat*) or *dre'ma* (*e* as in *prey*, *a* as in *fat*), preferring the first, but usage has varied: Johnson (1755), Buchanan (1757), Kenrick (1773), Ash (1775), Scott (1797), Enfield (1807), Smart (1840), Cooley (1863), and Cull (1864) indicated *dram'a* (*a*'s as in *fat*). Bailey (1732), Johnston (1764), Entick (1764), Perry (1777), Sheridan (1780), Nares (1784), Walker (1791), Fulton and Knight (1802), Reid (1844), Craig (1849), and Worcester (1859) noted *dre'ma* (*e* as in *prey*, *a* as in *fat*). The modern pronunciation *dra'ma* (first *a* as in *art*, second *a* as in *final*) was indicated by Jameson (1827) and Knowles (1835).

ekename, nickname.—"H. B. B.," Fort Sill, Okla.—The word *ekename* was formerly used to mean "an additional name or a nickname." It is now superseded by the corrupt form *nickname* which probably owes its origin to the people's saying and writing *a nekename* for "an *ekename*." The earliest writers in the fourteenth and fifteenth centuries wrote *ekename*, but from 1530 to the present day the form *nickname* has been used.

ham, opera.—"A. A. W.," New York, N. Y.—(1) The word *ham* in the sense about which you inquire is defined as: "Slang, a bad actor; hamfatter." *Hamfatter* designates a low-grade actor, variety performer, or negro minstrel, and is probably derived from the old negro song entitled "The Ham-Fat Man."

(2) The word *opera*, aside from the meaning, "a musical composition," is also the plural of the Latin noun *opus*, meaning "work," and may be used to designate literary or musical composition, or humorously in referring to other pieces of work.

moline.—"C. H. B.," Platteville, O.—The adjective (in heraldry) means, "resembling a moline; as, a cross *moline*." The noun designates: "(1) A millstone-rynd or -driver. (2) In heraldry, a cross resembling a mill-rynd; a moline cross." The word *moline* is derived from the Latin *molinus*, pertaining to a mill, through *mola*, millstone, through *molo*, grind.

process.—"H. J. S.," Croton, N. Y.—This word may be pronounced either *pros'es* (*o* as in *not*, *e* as in *get*), or *pro'ses* (*o* as in *go*, *e* as in *get*). Milton stressed the last syllable of this word in "Paradise Lost," Book II, line 297, and Book VII, line 178, and altho Webster's New International Dictionary says that this—"the original pro-cess' remained beside pro'cess until late in the eighteenth century," not one of twelve dictionaries examined, ranging from 1732 to 1798, bears it out. Nares (1784) in his "Elements of Orthoepy" (p. 357) says: "I suspect this to be the ancient accentuation, tho most of the authorities I have at present by me seem rather to prove the contrary."

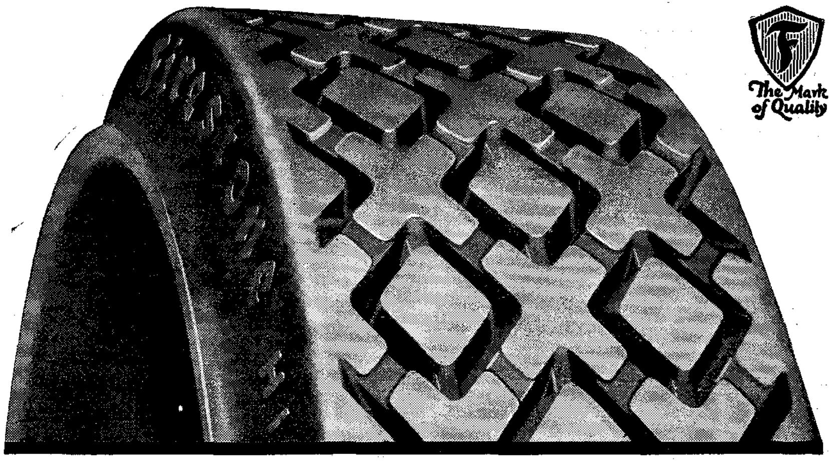
recognizance.—"C. T. H.," Richmond, Va.—The correct pronunciation is *ri-kog'ni-zans*—*i*'s as in *habit*, *o* as in *not*, *a* as in *final*. In British legal practise the *g* is silent; in general usage it is pronounced.

The spelling *recognisance* is etymological; that given above is phonetic, and the form now preferred—*recognizance*.

sincere.—"B. B. B.," South Boardman, Mich.—*Sincere* is derived from the Latin *sine*, without, plus *cera*, wax, or better, from *sin-*, one, wholly, plus *cerno*, separate.

squirt, spurt.—"R. C.," Baldwin, Wis.—*Squirt* is a proper English word and is in good usage. It means: "To force out through a small aperture in a spurting stream; issue in a sudden jet; spurt forth." As a noun it has been used in vulgar tongue for a conceited brainless fellow; an upstart; a puppy.

Spurt is also in good usage, and as a verb means: "To force or come out in a jet; squirt. As a noun it designates "a sudden gush of liquid." *Spurt* and *squirt* are interchangeable.



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There is added importance attached to this volume in that it is the author's last work—the final proofs were received but a few days before he passed away on October 4th, 1926.

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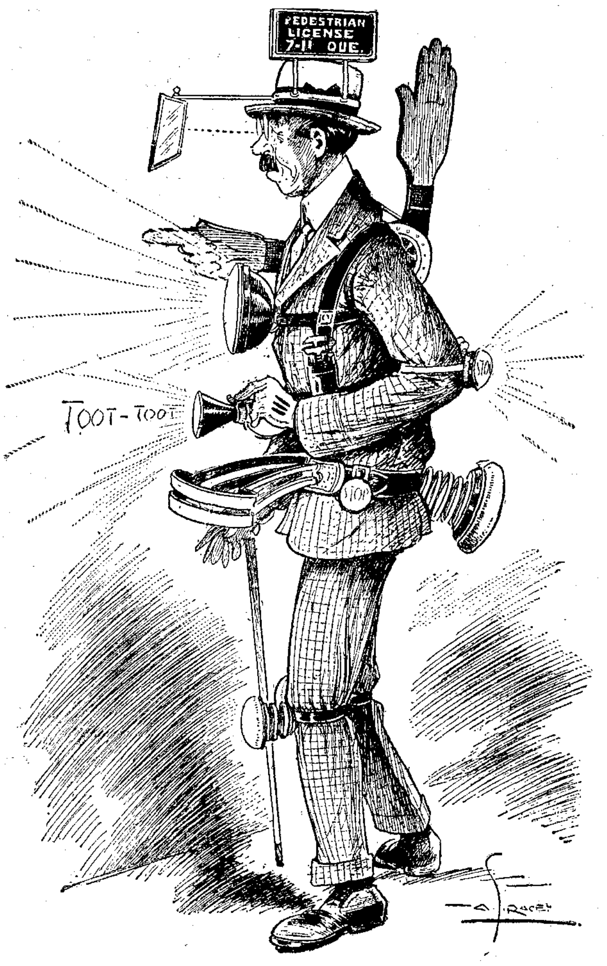

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